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THE AMERICAN INSTITUTE OF ARCHITECTS
1939 DEC -4 PM 2:20
WASHINGTON, D.C.

WEEKLY BULLETIN

MICHIGAN SOCIETY OF ARCHITECTS

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Volume 13 — DETROIT, MICHIGAN, DECEMBER 5, 1939 — No. 49

PLANS MADE FOR ARCHITECTS' BALL

At a meeting of the Detroit Division, Michigan Society of Architects, held at the Fort Shelby Hotel, Tuesday, November 28th, plans were begun for the Fourth Annual Architects' Dinner Dance which will be held the latter part of January.

It is planned to have this year's event at a downtown hotel to take the nature of a costume ball with elaborate decorations.

Young men in the profession and students at the architectural schools will be requested to aid the committee in designing and executing the decorative scheme.

Frank H. Wright, chairman of the Division's Entertainment Committee, has been named to obtain information on dates available at hotels and to otherwise organize the preliminary work of the committee.

It is expected that by cooperation of the younger men and students, a closer relationship may be established between those men and the older ones in the profession.

There is a wonderful opportunity for betterment of conditions in this respect as there has long been the need for some kind of atelier such as existed here some years ago. The young men are to be encouraged and rewarded by proper recognition.

Notice to Members

MEETING, DETROIT CHAPTER, A.I.A.

La Casa Loma Club, 5435 Woodward Ave.
Tuesday, December 5

Dinner at 6:30 P. M., $1.00
Board of Directors Meet at 4:00 P. M.

Following dinner members will adjourn to the Small Auditorium of the Detroit Institute of Arts for Mr. Black's lecture.

BUILDING INDUSTRY LUNCHEONS TO BE RESUMED

The Building Industry Committee announces that early next year monthly luncheons will be resumed at one of the downtown hotels. It is planned to have interesting speakers who will discuss subjects of importance to the building industry. In this way a much closer relationship of the various elements may be obtained.

Paul R. Marshall has been named chairman of this committee and plans are under way for the first luncheon to be held about the middle of January.

MEMORIAL MEETING FOR IRVING K. POND

A Memorial Meeting in honor of Irving Kane Pond was held at Hull House, Chicago on November 15th, under the auspices of nearly a score of societies with which he had been affiliated. Among these were the American Institute of Architects, the American Academy of Arts and Letters, the Illinois Society of Architects, and Chicago architectural, literary, philosophical, social and civic organizations A beautiful tribute was paid Mr. Pond by Dr. Walter Damrosch in his message as president of the American Academy of Arts and Letters and addresses were made by representatives of a number of these organizations, among them the Chicago Literary Society, the Chicago Ethical Society, the Cliff Dwellers and of the architectural profession for whom Professor Emil Lorch was invited to speak. An exhibition of Mr. Pond's drawing and photographs of the work of his firm was hung in the place of meeting, the group of buildings constituting Hull House having been designed by Mr. Pond.

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Punch & Judy Theatre
Kercheval at Fisher Road NIagara 3898

WED., THURS. DEC. 6 & 7
Lew Ayres - Lana Turner
"THESE GLAMOUR GIRLS"

FRI., SAT. DEC. 8 & 9
Gloria Jean - Nan Grey—"THE UNDER-PUP"

SAT. 11 P. M.—**Carole Lombard**
"LOVE BEFORE BREAKFAST"

SUN., MON., TUES. DEC. 10-11-12
Ralph Richardson - "FOUR FEATHERS"
in technicolor

Fox Theatre
Week beginning Friday, Dec. 1st.
"DAYTIME WIFE"
starring TYRONE POWER & LINDA DARNELL
others in cast are: Warren William, Binnie Barnes, Wendy Barrie and Joan Davis.
Companion Picture
"The Adventures of Sherlock Holmes"
starring BASIL RATHBONE & NIGEL BRUCE
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TO THE FIFTY-EIGHTH

Mr. Frank Lloyd Wright Replies

FROM THE JOURNAL OF THE ROYAL INSTITUTE OF BRITISH ARCHITECTS

If printed reactions to my talks in London—no speaker really—which should have reached me there but now reach me at Taliesin mean anything, I have succeeded in getting myself misunderstood and well disliked, especially by those who should have been quick to understand me. I refer to the 58th variety—"the fruit of my own orchard?" For such pains as I took in the circumstances I am accused of disowning the "fruit of my own orchard" when I intended only to cut down saplings interfering with good fruit. Therefore certain intellectualists (saplings) are saying I am changed to "escapist." A bad word, their word "escapist"? Why call names? Why not go to work? *Do* something on their own that doesn't take refuge with the incompetent in a "universal" pattern for something that (should it abide with principle) ought to be as alive and various as human character is itself!

And have I "changed" or only smashed myself as idol? I intended to smash that idol but only to let idol worshippers a little closer than they now seem to want to go. Hero worship is sometimes pretty awful. That any of mine can now bear hide or hair of me would surprise me.

But, can't they be sports and smart as they, and I, think they are? Don't they know that every word of their own European creed, every form they use at least if not the every way they use it, came either directly or indirectly from my own *"escape"*?

Can they really believe Taliesin turning its face away from life because it refuses to see any pattern as "fit for the establishment of any contemporary vernacular" whatsoever and live out in the country instead of some urban backyard or city slum? Can they believe that we at Taliesin advocate a "back-to-the-land" movement? Do they really imagine that I build self-indulgences for capitalistic parasites in the name of esoteric philosophy and work for the rich, that my buildings are expensive, etc., etc. . , , ? I would like to compare the cost of them with the cost of theirs. Is the idea that good architecture must be, first of all, good building and the architect a master-builder first and an aesthetician afterward—heresy? Is the idea that good community life is the life of the individual raised to the *n*th power rather than the life of the individual reduced to the lowest common denominator—idealistic hallucination? Cake? In this connection I ask M.A.R.S. . . again . . . which came first—hen or egg? Well—if the egg is the *Idea* then the egg came first—and, just so—society First the great Individual (the Idea or Egg) then Society (the Hen). After that what have you?

Do they advocate abandoning women and children to be bombed in English, German, or Russian slums? All great cities are slums now—communism or no communism. They like them. Why?

Are they so in love with intellectualisations they can't see any true surface, or see any surface true, because of obliterating reflections? Then what hope to escape some universal pattern for the individual human soul named after some European?

I could only prove to them that to-day my building is as far in advance of my building, 1893-1911, as my building of that period was in advance of that around about it at the time, by teaching them to put two and two together so they will not make just *one* "four" but make *infinite* fours?

Once and for all concerning this constantly repeated reference to my contribution to Architecture as a kind of romanticism: because any attempt on their part to establish a "contemporary vernacular" is defied by the revelations of principle eternally fresh and new in every building I build—they drag in the term "Romanticism" to conceal their own importance whereas it really only explains it.

I love Romance as I love sentiment. But just as I dislike sentimentality I would dislike their "Romance." I suggest you put a gently sloping roof on any Le Corbusier or Gropius just to see what you have left of the so-called International Style after proper deductions have been made.

Boys, you are all going knowing *why* but not knowing *where*. Then why do you speak so much and so surely of *how?*

And I see some chance remark of mine led a few to draw the absurd conclusion that we at Taliesin don't keep in touch with "life as is" because we aren't newspaper addicts.

Have I "changed" because I used to say the machine is the artist's tool and now say that man should use the machine and not the machine use man? Believing that I see, now as then, the only way he can use it I took the idea to them. Amused . . , a little bored . . . I observe the fact that those who got the seed and raise the flowers now consider themselves creative-par with the seed they use. Is this why some form of imitation in their generation is more acceptable than the original? Is that why my own thought and work must go home by way of some derivative, not by me? I accept that backwash as European reaction on the way toward the "International Style": a style that could never be Democratic because it is *the use of man by the machine*. Are "they" striving to perfect that?

ARCHITECTURAL LECTURE

Detroit Institute of Arts

By Kenneth C. Black

Tuesday Evening, December 5, 1939, 8:30 P. M.
Free, Open to the Public

This is the third in a series of talks on architectural subjects at the Detroit Institute of Arts sponsored by the Detroit Chapter of The American Institute of Architects and the Michigan Society of Architects.

A dinner at La Casa Loma Club at 6:30 will be attended by members of the Detroit Chapter.

Black

Mr. Black, president of the Michigan Society of Architects, will speak on Modern Architectural Theories, a critical analysis of Modernism, Functionalism and the So-called International Style as they relate to present day American Architecture.

Subjects of this kind have usually been presented to the public from the point of view of the teacher, whose primary interest is in the theory itself and not in its practical application, or from the point of view of some leading Modernists, usually from abroad.

It should be interesting both to architects and laymen to have the reaction of a practicing architect.

The Fact Finder

"STORE FRONT"

A RADIO TALK

Sponsored by Hi-Speed Gas Stations

Something radical has been going on, right before your eyes; and it's very likely you've given it nothing more than a passing thought at most. And yet, it's also likely that this thing has actually influenced your life—especially your shopping life. There has been a revolution in store fronts, and tonight the STORE FRONT comes into the Fact-finder's spotlight.

Hard to believe now as you pass along before glittering and polished store fronts, that store windows were once put there for no other reason than to let the light through—and perhaps to store some stock in—*store,* mind you, not display. Why, store windows didn't even reach the dignity of plate glass until the Gay Nineties and that was considered the last word! But some of the more enterprising merchants turned their store windows from storage places to display spaces.

This was a milestone in the history of the store front. Whereas up until this time the windows had served as vantage points for idle clerks within, people outside were invited to stop and look IN. Before you knew it, people who LOOKED in, WENT in; the clerks didn't have any time to stand around and look out. They had to scurry around behind counters and wait upon new customers.

Eventually, this revolution was carried still further; it spread to cover the whole store front. Instead of bricks and clapboard and dingy granite, the shops were dressed in glamor. And the more glamorous the fronts they put up, the more new business they attracted. Of course, it was up to the merchandise within to *hold* the customers; but getting new customers into the store is half the battle.

You might doubt that a store front would have anything to do with the business inside. But you'd be surprised. One remodelled store reported that its new glass front helped materially in attracting 22 thousand people on opening day. Another merchant gave his modernized facade credit for a 75 percent increase in business. Of another store that sported a glazed and polished exterior, a customer was heard to say: "Maybe it's my imagination, but the clerks seem to be more pleasant in their new store."

So, we'd better grant a store bigger business because of its front. Fact is, store fronts probably influence you and me a lot more than we realize.

The store owner has a wealth of new materials to choose from, metals, porcelain, tile, plastics, glass blocks, bonded plywood, sheets of stainless steel, aluminum, bronze, concrete that's both decorative and practical, and more and more—structural glass.

Structural glass is that polished stuff you see so much of. Although structural glass has come into general use for store fronts in the last decade, it can trace its commercial beginnings back to the rest-rooms of one of New York's earliest skyscrapers —the Woolworth Building, built in 1910. And that glass, incidentally, is said to be in as good condition today as when it was first installed.

Later, it was used generally for the familiar white table tops in restaurants. When they found out how to give this type of glass color, new markets were opened up, including the store front. Demand went up, prices went down.

These inspiring new materials moved architects to new designs. The business world became decidedly store-front conscious; and the store-front became the subject of a new applied psychology. If the store sells goods, it wants to show some of its goods in ample display space. If it sells SERVICE it must express its character in its facade. Whereas the large store attracts attention by its very size, the small store depends upon showmanship in the design of its front and the materials used there. You see how specialized and complicated the problem of the store front has become.

Structural glass comes in many different colors and you can get the glass in varying thicknesses, from eleven thirty-seconds of an inch, to an inch and a quarter. Fifty different varieties are turned out and 48 batch materials kept in stock—such materials as sand and soda ash and limestone, as coloring oxides, pulverized clay and various compnuds of aluminum, iron, sodium, and rare earth. The glass is made opaque through introduction into the batch of sodium silico-fluoride—which, in everyday language, is a by-product of super phosphate, used in making fertilizer. The glass gets its color from a mixture of the oxides. For instance, to make grey, three oxides are used—about twenty-ounces altogether in a 26-hundred-pound batch.

It's rolled to an exact thickness, and passed to an annealing tunnel four hundred and forty feet long. it's trimmed, and cut, and ground under sand, and polished on one side. When it's used as a wall, it's polished on both sides. Nothing remains but inspection and finishing operations. These last include cutting the glass to specifications, and sometimes bending it to fit the curve of a corner.

Just as stores today are often judged by their fronts, so your car is often judged by its performance. You'll have a smoother running engine if you have the carbon removed by the sensational new HI - SPEED EX - CARBONIZING SERVICE. It costs only fifty cents or a dollar, and the job can be done while you wait.

And say! You can wipe the modern store front clean with a damp rag, but you can't wipe out a record for careless driving. And THAT'S A FACT!

NORMAL COLLEGE TO HAVE NEW DORM

Gerganoff is Architect

Dr. John Munson, president of Michigan State Normal College has just announced another $250,000 building project for Ypsilanti, a men's dormitory.

R. S. Gerganoff, architect, has been authorized to prepare plans for the building which will be located west of the Rackham Special Education School

Construction work will be dependent upon financial arrangements, now in the hands of the Ann Arbor Trust Company which is considering combining bond issues on the two women's dormitories with those of the men, thus obtaining a lower interest rate. It is proposed to have the structure on a self liquidating basis. Two hundred men will be accommodated.

Approval of the project has been given by the state board of education.

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Ann Arbor Society of Architects
Ann Arbor, Michigan

CONSTITUTION

ARTICLE 1
Name

This organization shall be known as "The Ann Arbor Society of Architects" of Ann Arbor, Michigan.

ARTICLE 2
Purpose

The purpose of this organization shall be to advance the interests of the architectural professions.
(a) By encouraging co-operation among its members and with state and national organizations.
(b) By promoting its mutual interests with the building industry.
(c) By furthering its relations with the general public.

ARTICLE 3
Membership

Any architect, registered in the State of Michigan and resident in Washtenaw County, shall be eligible to membership.

ARTICLE 4
Officers

(a) The officers of the Society shall consist of a President, Vice-President, and a combined Secretary and Treasurer, who shall be elected at the annual meeting to hold office for one year, or until their successors are elected. A majority of the votes of all members present shall be necessary for election.
(b) A vacancy in any office shall be filled for the unexpired term by a special election, held at the next regular meeting and upon one week's written notice.

ARTICLE 5
Amendments

This constitution may be amended at any regular meeting. Such amendment or amendments submitted to the membership, in writing, be read at two consecutive meetings: and received for adoption a two-thirds vote of members present at the second meeting.

BY-LAWS

ARTICLE 1
Meetings

(a) Regular meetings of this Society shall be held on the first Monday of each month at 7:30 P. M. unless otherwise arranged upon vote of the Society at any regular meeting.
(b) Special meetings may be called by the President *or* upon written request of a majority of the members.
(c) The Annual Meeting of the Society shall occur at the regular meeting in November. At such meeting the reports of all Officers and Committess shall be presented, and the election of Officers shall take place as provided in the Constitution.

ARTICLE 2
Quorum

Two-thirds of the membership shall constitute a quorum for the transaction of business at any meeting.

ARTICLE 3
Duties of Officers

(a)It shall be the duty of the President to preside at all meetings. He shall be, ex-officio, a member of all Standing Committees.
(b) In the absence of or in the case of the inability of the President to act, the Vice-President shall perform all the duties of the President.
(c) The Secretary-Treasurer shall perform the usual duties of his office as Secretary, such as keeping the minutes, sending notices of meetings, etc. As Treasurer, he shall keep the moneys and records of accounts of the Society, making full monthly reports of the receipts and disbursements of the Society. All disbursements of the Treasurer shall have the approval of the Society.

ARTICLE 4
Dues

(a) Membership dues shall be one dollar payable annually in advance
(b) The Secretary-Treasurer shall at the beginning of each *year* render to each member a bill covering the annual dues
(c) Any member failing to pay dues withing 60 days after a bill is rendered is automatically dropped from membership until such dues are paid
(d) No obligations or indebtedness shall be incurred by the Society, its officers or committees for any annual period, which amount shall be in excess of the collections for the annual period; except by a two-thirds vote of the membership present, taken at any regular meeting.

ARTICLE 5
Elections

(a) The name of any candidate, for membership may be proposed by nomination at any regular meeting. The secretary shall mail notice of such nomination to each member, and election shall be by written ballot at the next regular meeting after such notification. Three negative votes shall debar from election.
(b) Resignation of any member shall be made in writing to the Secretary-Treasurer and shall be accepted, provided the member resigning is not indebted to the Society.

ARTICLE 6
Committees

It shall be the duty of the President to appoint such Committees as are deemed necessary, or as the membership of the Society shall direct at any meeting.

ARTICLE 7
Procedure

Roberts Rules of Order shall govern the procedure of this Society.

ARTICLE 8
Amendments to the By-Laws

These By-Laws may be amended by the Society by a two-thirds vote of the members present at any regular meeting provided the substance of such amendment of amendments shall have been stated by written notice to the members.

MAIL EARLY

Effort is again being made by the Post Office to encourage early mailing of gift packages and greeting cards to assure delivery before Christmas.

The huge abnormal volume of packages and greetings placed in the mails in the short period before Christmas necessitates the cooperation of the general public to aid in effecting delivery before Christmas Day.

About the only way the public can cooperate in this huge task of distribution, dispatch, transmission and delivery is by early mailing; thus spreading the job over a slightly longer period. This year considerable effort is being made to advise mailers of the date gifts and greetings should be mailed to various destinations to assure their delivery on time.

ARCHITECTS' REPORTS

AGREE, CHAS. N.—Book Tower, Detroit
2 story bldg., United Hebrew Schools of Detroit Lawton Ave. Taking figures. Bids due Dec. 12, 11 a.m.
Prep. plans for one story bldg.,—6 stores, Gratiot Ave., bet. 7-Mile & Lappin Ave.
Fig. on McKenzie Housing Corp. Closed.
Prep. preliminary plans for a store and theatre bldg. on South Mich. Ave., Dearborn.
Alt. to present Cunningham warehouse bldg., 1927 12th st., Mechanical trades contracts let: Sprinkler, Glanz & Killian — El. Wk., Rose El. Co.

BRANDT, CHRISTIAN W.—3408 Eaton Tower, Detroit
Prep. plans for res. in Huntington Woods for A. R. Brandt.

DIEHL, GEO., 120 Madison
Fig. on one story bldg., cor. Wyoming & West Chicago Blvd. due Dec. 5.

DISE, J. IVAN, 2631 Woodward
Taking fig. on Alt. to Res. G. P. Pk.

GIFFELS & VALLET, Engineers.
Plans for Personnel Bldg., Reichhold Chem. Co. in preparation.
Prep. plans for Alt. & Add. to Mfg. Bldg. for W. O. Barnes Co.

KASURIN, JOHN, Hotel Park Ave., Detroit.
Prep. plans for store and apt. bldg. for Judge Polk, Brighton Mich. Plans will be ready latter part of this month.
Alter. & Addn. to Miranda Bar & Cafe, E. Jefferson., Detroit.
Estimates immediately on Masonry, Carpentry, Plumbing, Heating, Ventilating & Air Cond., Celotex work, lino-tile floors & walls, painting & decorating, kitchen & bar room fixtures and equip.

RICHARD H. MARR, 415 Brainard Street, Detroit.
Fruehauf Trailer Co. office bldg. add.—2-sty., 90'x 106', prep. plans.

MERRITT & COLE—1111 Collingwood.
Taking fig. on Medical Off. Bldg., Charlevoix, Mich., Dr. Saltonstall, owner.

WRIGHT & ROGVOY—418 Fox Building.
Add. to Florsheim Shoe Store let to A. Fengler.
Add. to Dr. Golden's Dentists' Offices.

EXHIBITION OF EARLY MICHIGAN ARCHITECTURE

The collection of photographs illustrating architecture in Michigan from 1780 to 1860 was recently shown in the Art Gallery of the State Teachers' College at Ypsilanti. In connection with it an illustrated lecture was given by Professor Lorch of the University of Michigan. The collection is still available and may be secured for exhibition without cost by writing Mr. Reuben Ryding, The J. L. Hudson Company. The collection has during the past two years been shown in many of Michigan's cities. The pictures are enlargements of some of the photographs made by the Historic American Buildings Survey.

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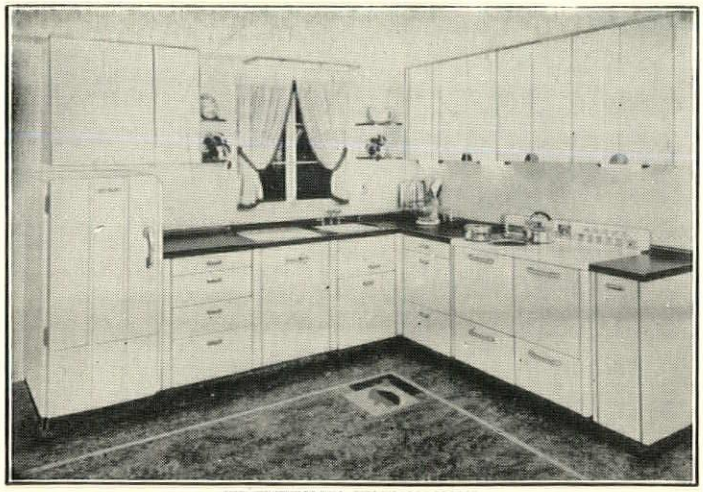
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PRODUCERS' AND ARCHITECTS MEET

On Thursday evening, November 30th, the Producers' Council Club of Michigan held a dinner meeting at the Hotel Fort Shelby with a number of architects in attendance.

Mr. F. W. Clise, president of the local group, opened the meeting and recognized Arthur K. Hyde, president of the Detroit Chapter of The American Institute of Architects; Clair W. Ditchy, Regional Director, A.I.A.; Harry F. Wardwell, Director of the Producers' Council, Incorporated; Ken Ross, president of the Producers' Council Club of Chicago; C. William Palmer, Liaison Officer between the Club and the Detroit Chapter, A.I.A.; E. C. Brunner, Secretary-Manager of the Builders' & Traders' Exchange; George Siberson, Secretary of the Chicago Producers' Club; and Cornelius L. T. Gabler, Secretary of the Michigan Society of Architects.

Mr. Clise called upon Doug Ainslee, chairman of the Club's Program Committee, who announced the resumption of the regular monthly luncheons on the second Monday of each month at La Casa Loma Club. He invited architects to attend these luncheons, which are held at 12:15 P. M.

A number of men from the office of Albert Kahn, Incorporated, were present and Chairman Clise called upon Dave Fettes, "The Grand Old Man of the Construction Industry," who stood and received an ovation.

Mr. Howard Miller of the Detroit office, Masonite Corporation, was asked to take charge of the informational part of the program and he recognized a number of units in the distribution of their product locally as well as some of the large users in this area. Mr. E. L. Saberson, vice president of the Masonite Corporation and vice president of the Producers' Council, Incorporated, made an interesting talk and read a letter from Mr. Albert Tibbetts, the able president of the Producers' Council, Incorporated, who commended most highly the work of the Detroit Club.

A most interesting feature of the program was a talk by Mr. William H. Mason, vice president of the Masonite Corporation, and inventor of Masonite. Among other things, Mr. Mason told of his experiences over a period of seventeen years when he was associated with Thomas A. Edison. He told of them in such a vivid manner and with such sincerity and deep feeling that it seemed that Mr. Edison's spirit was present in the room.

This meeting was most educational and instructive to architects and others and it is no wonder that the Detroit Club is considered a model throughout the country.

CRANBROOK HAS INTERESTING EXHIBITION

A most comprehensive exhibition of architecture and allied arts is being held at Cranbrook Academy of Arts throughout the month of December. Besides models of architectural projects the exhibition includes painting, sculpture, weaving, textiles, metal work and other arts.

An interesting model is that of the proposed Smithsonian Institute in Washington, which competition was recently won by the Saarinens and Robert Swanson. There are also models of Mr. Saarinen's Music Hall at Buffalo and his recent Church of Christ, which show the architect's unusual and interesting style at its best.

Carl Milles shows interesting examples of his work in the doors on the new Pennsylvania State Capitol at Harrisburg.

The work of Zoltan Sepeshy, Cranbrook's outstanding painter, is shown in interesting examples that seem to express a new mood of this versatile artist.

Marshall Frederick, sculptor, as well as many others of the Cranbrook staff, is represented in a most effective way.

The mountings and methods of display are quite new and unusual.

This exhibition has attracted large numbers of visitors and it is very much worthwhile. Many pieces are for sale and this affords an opportunity for one to realize a long cherished desire to own something of outstanding character done by artists of Cranbrook. The exhibition is open daily from two to five P. M., and on Tuesday and Thursday evenings from seven to nine. It is being held in the Pavilion on Lone Pine Road.

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"WHERE THERE IS NO VISION THE PEOPLE PERISH"

By N. Chester Sorensen, A. I. A.
Originator of the Clear Vision Cantilever Type Elevated Motor Highway Illustrated Herewith.

Crash! A fire alarm is on its way; huge clouds of smoke roll skyward; the fire trucks go into action; we look from right to left and ask what started this big fire; who is responsible? We do not condemn the fire as such, for we know fire is one of our public benefactors, but if we ignore laws that control it we reap destruction.

Sorensen

Likewise, who tied up all our cities into a knot and holds an arm of threatening ruin over all business and homes living in them? Here again you cannot blame the automobile, for it is an instrument of untold blessing if used properly, but it is likewise an instrument of destruction, if we do not understand or ignore social and economic laws involving its control.

Detroit Officials and her general public have not understood, or at least they have ignored the laws controlling the automobile, and have been woefully lacking in vision for the best interests of this unplanned overgrown town.

It is natural for us to oppose a change of our habits regarding familiar things, but our unwillingness to recognize our mistakes and look the facts in the face in all their ramifications has brought our city development to a stop, and it is going backwards in some places. This has resulted in a bewildered city of traffic strangulation, with huge business losses and daily massacres of human life.

Separation of Traffic Necessary

Now, let us analyze in what particulars man has failed to understand or ignore the controlling laws of the automobile; they involve social and economic laws, together with the so-called driving habits. First, each day and night brings its sad demonstration that fast through traffic cannot mix with slow local traffic. Secondly, fast through traffic cannot mix with intersections at every block. Thirdly, fast through traffic cannot mix with pedestrians. Fourthly, fast through traffic cannot mix with any of these, any more than a transcontinental liner can drive behind slow local freight, that stops for every siding, and other local obstructions on its tracks.

There is but one cure for this, and that is to separate the fast through traffic from all the slow local traffic, removing all intersections and pedestrians from its right of way. Such separation of traffic cannot be made on the same level or underground in cities without prohibitive expense, if at all. There is but one alternative left, and that is a limited access Elevated Motor Highway.

Railroads recognized the need of such separation more than thirty years ago. Those of us responsible for our street highways have not recognized it.

Several elevated highways and highway systems have been advocated for the solution of our city transportation problem. They all have their merits, but most of them fail in not affording a wide range of use, or as Commissioner Herbert Russell puts it —"The most desired transportation betterments should be those which will best serve the greatest number of our people with greatest safety and convenience, and without excessive cost." This brings us to the pertinent questions of any highway or systems of highways:—first, its feasibility; second, its cost per mile; third, how can it be put to work in whole or in part?

Clear Vision Cantilever Type of Construction Proposed

An elevated motor highway need not be the old noisy, unsightly structure with a forest of steel columns underneath it; it can be modern; it can be pleasing in appearance, noiseless and of reasonable economic cost. Such elevated structures need not have dark, unsanitary pavements underneath them. They can be constructed of a clear vision cantilever construction as illustrated in the accompanying photographs. By a single post structure a more dead level roadway can be obtained, for it need not follow the contours of the street level. In fact, it could go over other railroads and intersections with very little cost, as the different heights of the posts would not add materially to the cost of the construction. By a single line of posts down the center it separates the local traffic and tends to prevent head-on collisions on the street level.

This type of post construction, using caisson construction for several feet through the pavement, and then undercutting for footing at approximately the 20 ft. level, makes less disturbance to the street repair, and to utility service pipes under the street level.

Construction Adapted to Concentrated Loads

Building a solid construction of reinforced concrete does away with steel clattering noise that has proven so objectionable for highway cnstruction. It prevents grease, dirt and water from running through the grillage to the moving traffic below. With a solid reinforced concrete construction, greater inertia is here provided, which tends to resist undue, sudden and concentrated inertia is here provided, which tends to deaden any noise. A solid slab clear across makes possible the application on the bottom of this slab of accoustical materials to absorb street noise from lower street traffic. This elevated slab as designed would carry most street traffic, sustaining a live load of 100 lbs. per square foot, or a total live load for each span of 200 tons. This could be increased if desired.

In this clear vision cantilever type of construction, 100 ft. spans are made possible, and provide less obstruction in the street. These long spans are only made possible by having a longitudinal girder under practically the center of each roadway bed. It furthermore brings this girder back away from the front of the railing and offers less obstruction to light underneath the highway. Both the slab and the girder are in cantilever construction.

Every other typical span is to have two expansion joints located at approximately one-fifth of the span, and carries a suspended span in the center in length equal to about three-fifths of the span from center to center of columns. This suspended span is supported on the ends of the two cantilever girders, each extending out from the column about one-fifth of the span from the column.

View of the intersection of Grand River Avenue and Joy Road in Detroit as it exists and (below) the same intersection with elevated highway. Note that overhead lines have been concealed in the new structure.

These expansion joints fix the points of inflection and make the stresses in the structure more determinate by breaking the structure at these two points in every other span. Provision is herewith provided whereby any supporting column may move up or down without changing moments in the structure, and at the same time offer less abrupt change in the level of the highway pavement.

Drainage

Drainage for the highway would be provided in each driveway slab every 10 ft. in the curb, separating the two traffics, and the water picked up below by piping and lead over to the column supports. In fact, this cantilever center post construction with its two expansion joints every other span makes for an economical practical construction.

Express Service

Although the trend in Detroit is away from street car transportation and to bus transporation, street cars could be installed under a center post elevated construction, or even a subway underneath it, so far as that is concerned; but, should streets cars be done away with, there is not sufficient room on our present streets to maintain adequate fast bus service, even though you were to reconcile yourself to its slow speed, and its hazard to life and property in the present traffic. It is, therefore, incumbent upon our officials to provide an alternative rapid transit.

We offer this very thing by the operation of fast buses on this elevated highway, with loading substations every mile or so, which could be fed by local neighborhood buses. The express buses could be gas driven as now used, or they could be electrically driven with trackless trolleys; they could use the current that will not be necessary for street cars, and the Public Lighting Commission will have some place to dispose of their current.

Effect of Elevated Highway on Abutting Property

Regardless of the public's legal ownership of the street to be used for the best interest of the public, the erection of such an Elevated Highway as described above in the middle of a street, such as Grand River, that has 100 ft. or more between property lines, is an asset rather than a damage to abutting property.

First, an Elevated Highway of clear vision cantilever construction type in the center of the street, would make safer driving on the present street level. There would be no wet pavement, with little or no light in the center of the street, where a pedestrian is almost indescernible on a rainy night, but the pavement under such a structure would be dry summer and winter. An even distribution of light could be placed underneath on the ceiling of the elevated construction in a concealed manner at a more uniform distribution, and make pavement well lighted as well as better lighting for adjacent property. Double lighting may here be provided at the same cost of present lighting due to reflective surfaces.

Second, the express traffic that drives by and brings no business to the abutting property is removed from the street in front of the business property, making it more possible for business parking in front of the abutting property, instead of at the rear or blocks away.

Third, the noise of the through traffic which now fights its way through the local slow traffic (over perhaps not too smooth a paving contour) is removed to an almost dead level pavement that is almost noiseless.

Fourth, the ugly poles carrying power lines, trolleys, arc lights, with all their mass of electric exposed wires that injures the appearance of abutting property, can be removed from the sidewalks and carried in conduits inside the structure. In addition, it would give 3 ft. more of clear sidewalk now used by these poles.

Fifth, Vehicular transportation, both local and express, is made possible at the door of the abutting property. With pedestrian rapid transit service brought to the neighborhood of the local business man, goes also a more livable condition in his section of the city, a location which may serve some people better for their praticular social and economic needs. All of this, of course, would help any local business.

Center Loop Business District

When you analyze traffic as it comes down town from the radial streets, there will not be much, if any, need for the radial elevated highways to be connected in the heart of the city. It only adds unnecessary expense and gains but little. Each radial street elevated loop terminates in a loop next to the business district, going through a parking building of as many levels as are necessary to take care of parking. In order to cut supervision cost of these parking buildings, the structure is designed so as to make possible for each driver to park and drive away his own car without moving any other cars. Walking distances from State and Woodward to these parking building sites vary from three minutes to the closest parking to six minutes to the farthest.

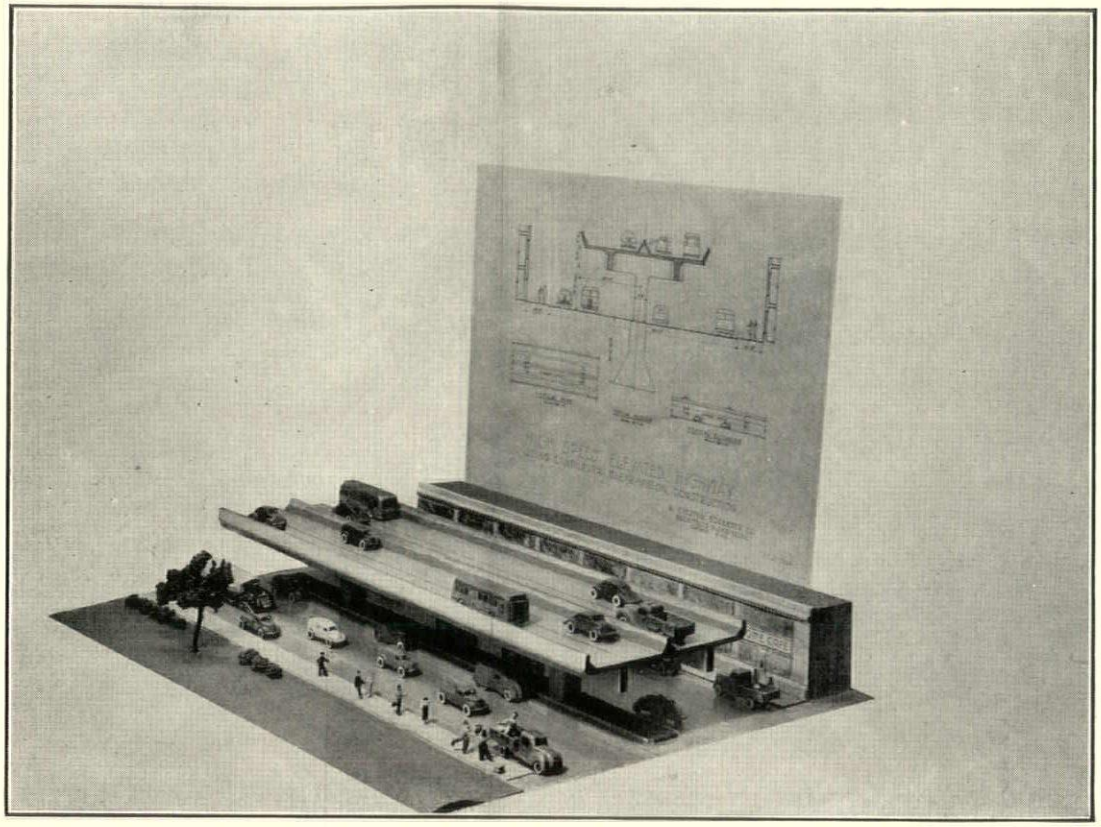
Should the time come when the sidewalks of this central district become too small, an elevated sidewalk at the second floor level could be constructed and span street intersections to the parking buildings. This would give merchants twice as much window display, and take more pedestrians off down town streets. This looping around the business district leaves this section free for civic center development, river front driving, etc.

Elevated Highways Are Economically Sound

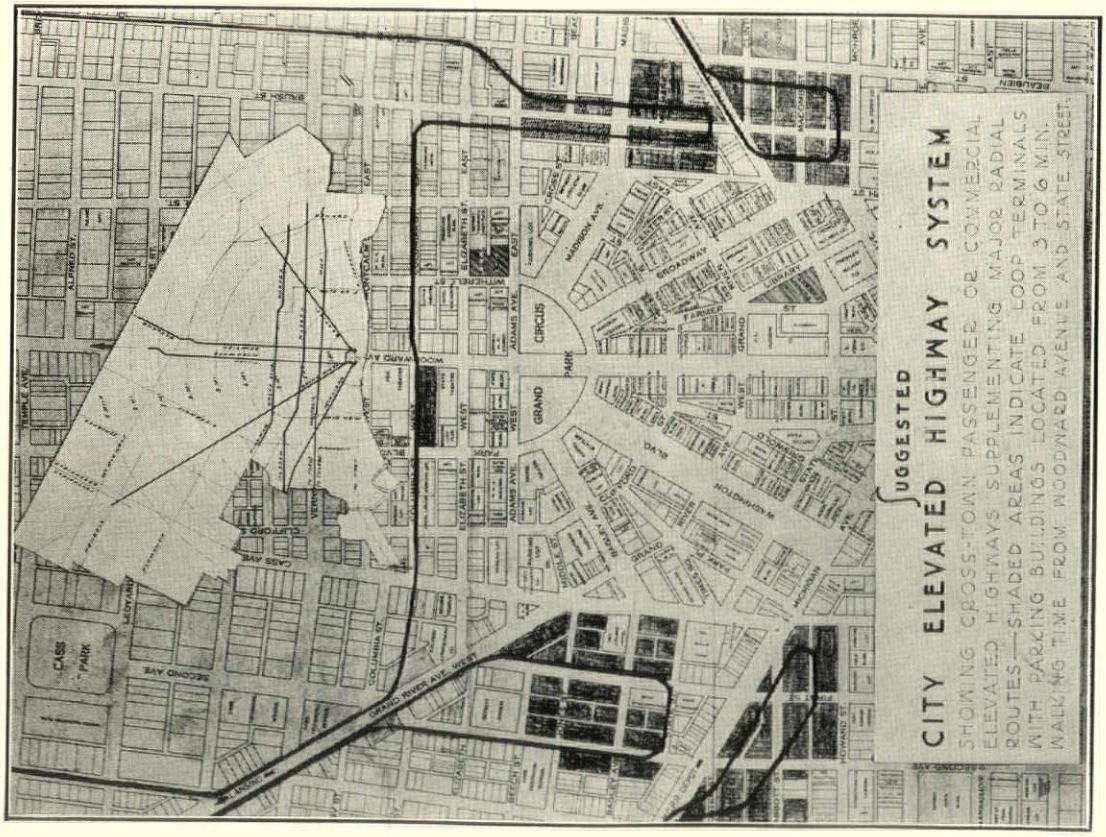
An Elevated Motor Highway would save time of drivers and motorists, and time is money when used to transport goods and passengers. There are now 547,000 motor registrations in Wayne County alone. The Traffic Survey of 1936 by the State Highway Department shows that 225,000 vehicles enter the business district inside the Boulevard daily. Constructive estimates show that it costs 1c per minute to run a passenger car.

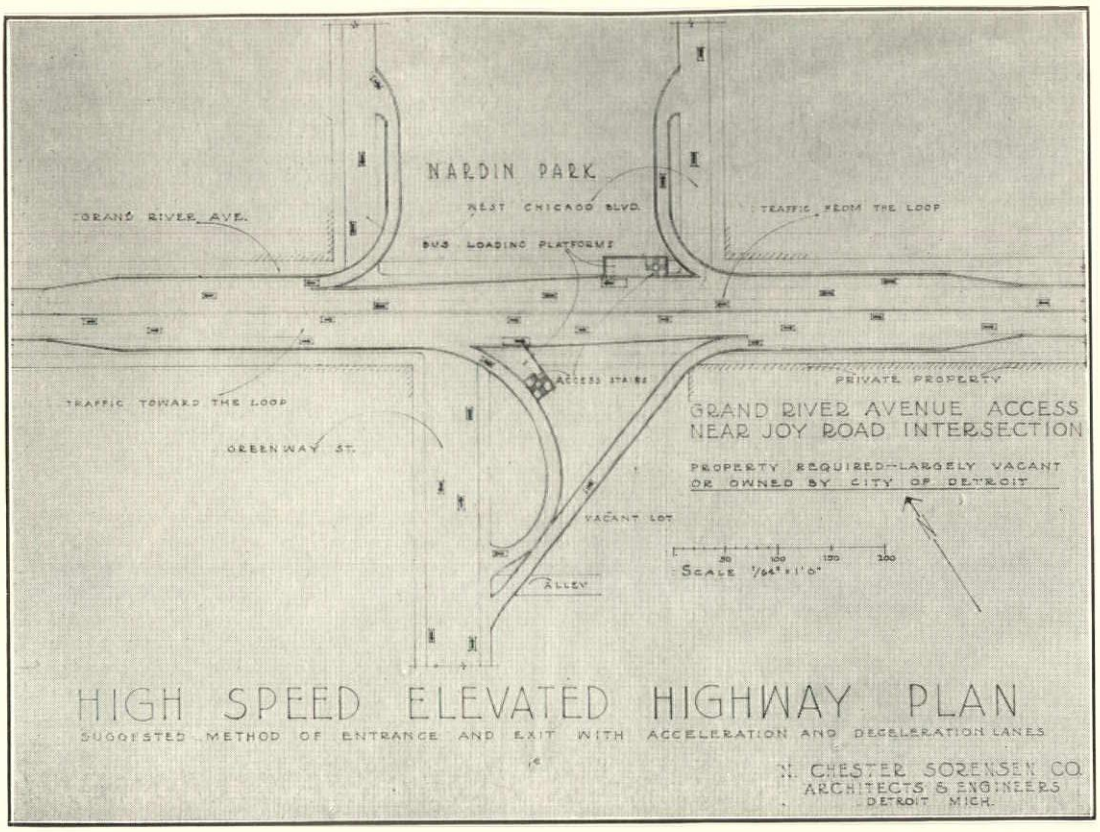
When coming in on one of the radial streets of Detroit ten miles from the City Hall, it would be possible to save under certain conditions at least 30 minutes by traveling on an elevated limited way, compared to traveling on the street level, mixed up with all the slow local traffic and intersections with all its hazards. But, for conservative estimating, let us assume each trip saves 15 minutes. This would mean a saving of 15c on each trip. If there are 450,000 trips daily, or even 200,000 trips daily, there would be a saving on automobile expense alone of $30,000 daily or nine million dollars per year of 300 days. If this $9,000,000 were capitalized at 5% it would mean that it would be economically sound to spend $180,000,000 per year to save 15 minutes of time per trip to each car owner. The elevated system as outlined, although admittedly not complete, has only 65 miles of elevated construction; in other words we

View from above, Grand River Avenue and Joy Road and (below) the same view after installation of Elevated Highway.

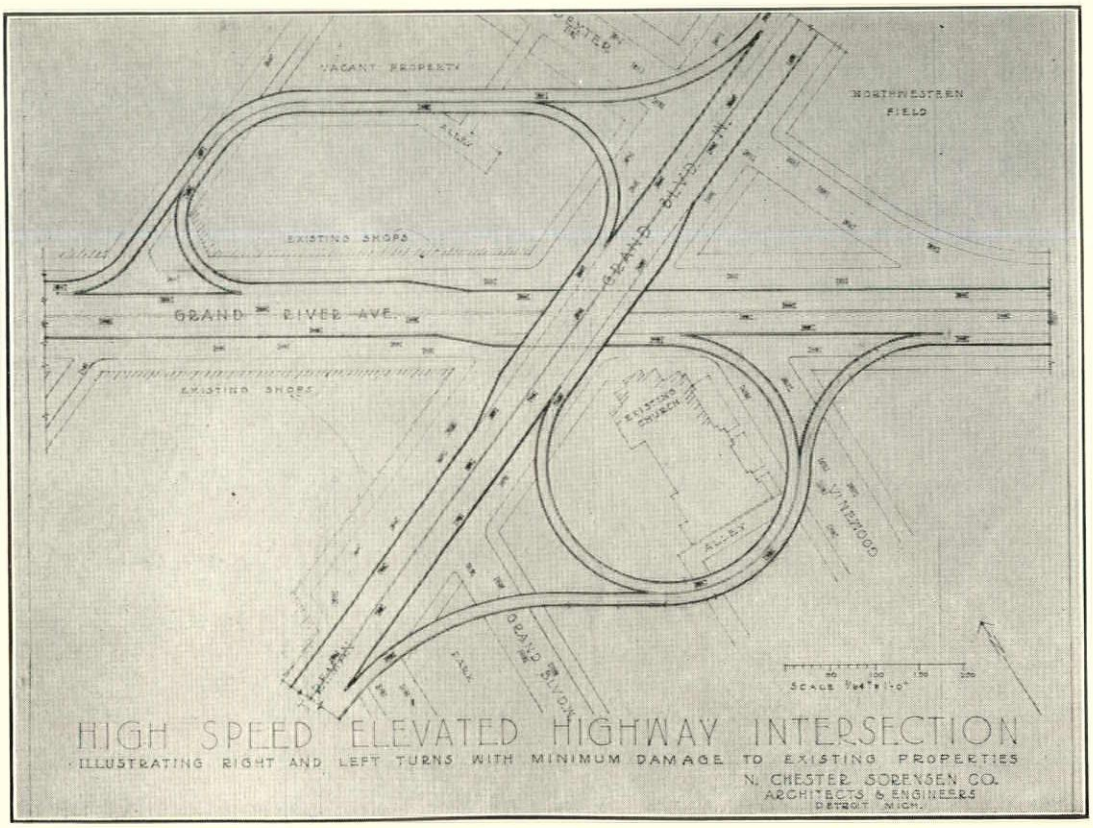


Sectional Model of the highway and (below) suggested loop terminals and down-town parking buildings.





Suggested method of entrance and exit to the highway and (below) illustration of right and left turns at the intersection of Grand River Avenue and West Grand Boulevard.



are paying far in excess each year for something we are not getting.

All the goods we need for our daily living, for our manufacture, and for selling, comes into the city by one of the various forms of transportation. After they arrive they must be transported from the terminals to their destination, involving perhaps many city transfers before they reach the consumer, whether he be inside the city or outside the city. To the cost of any product must be added the cost of its transportation. Now, if we can cut our transportation costs, our living costs should be reduced in our cities and our selling prices could be reduced to the buyer outside of our city. As the business of the cities increases, the greater will be the demand for adequate transportation facilities. If industry cannot import or ship its business out of the city as economically as it could from other locations, that business is forced to go elsewhere.

To the unnecessary running time expense must be added the extra man power time wasted, to say nothing of Detroit's annual loss due to traffic accidents, which is estimated at $30,000,000.

Cost of Elevated Construction

Such an elevated highway should be comprehensive; it should serve industry, business and resident interests throughout the entire city in an equitable manner. At intersections of highways the minor elevated highway carrying less traffic should give way to the major elevated highway carrying more traffic. By using city owned property and vacant property as much as possible, condemnations and damage can be brought down to a minimum. Where condemnations are necessary, it may be possible to select the cheaper property as shown. Where a highway goes over or through buildings, the property underneath or over could still be used for private purposes or more parking space.

Although a four - lane highway is proposed for most of the radial streets, the ones running on Third Avenue and Beaubien Street are each three-lane one-way traffic, in order to avoid excessive condemnation.

It is estimated that a four-lane highway two-way traffic, using clear vision cantilever construction, would cost less than $690,000.00 per mile. This would include one entry and one exit at approximately every mile. It does not include drainage, electrical work, repair to pavement, or to any possible interference with utilities underground.

You will notice that the system is so laid out as to make possible the completion of any one route, and it could be put into operation without having to construct any of the rest of the system. This makes it easier for the financing of such an Elevated Highway.

An Elevated Highway Will Save Lives

Detroit has spent huge sums of money for the protection of health and the saving of lives by spending millions for pure water, sanitary sewage disposal, tuberculine hospitals, fresh air schools, etc. Why not cut a large slice off the fatalities due to traffic each year by a system of elevated highways?

It has been estimated that most of the automobile accidents where fatalities are involved are of such nature as could not possibly happen on an elevated highway. The big majority of the automobile fatalities of last year were pedestrians, and most of the rest were caused by either head-on collisions or intersections. Detroit's traffic fatalities in 1938 were 196, of which 145 were pedestrians. There will be no pedestrians on an elevated highway right-of-way nor any intersections.

The space underneath such an elevated highway is also made safer by the use of the single post in the center, using continuous curb on each side of the posts. The two traffics are separated definitely, and this makes head-on collisions impossible. By the clear vision cantilever type, sunlight will be possible under such a highway at some period of the day, and this 50 ft. section underneath will be kept free from rain and snow. It will not be possible to have any accidents in the so-called safety zones, for there will be none of those in the middle of the street, and more space for driving.

Superintendent L. J. Schrenk of the Public Lighting Commission, in his article, "Taking Darkness and Death out of 'Death after Dark'", states that, although the average volume of traffic is five times greater in day time than at night, in 1933—of the total 305 fatalities, 199 were at night; and that, where the street lighting was cut to 65 percent of its original value, night fatality ratio was doubled over the same period the following year, increasing the street lighting to 85% of its original value, and fatalities were reduced in proportion.

Conclusion

The Elevated Motor Highway is not intended to serve business or industry in one part of the city or county to the detriment of business and industry in another part of the city or county. The Elevated Motor Highway is not intended to serve resident section or blighted area of one part of the city to the detriment of resident sections or blighted areas in other parts of the city or county. It is intended and will be a boon for the proper development of all business and industry of all Detroit.

It will bring relief and will assist in the proper development of the resident sections of all Detroit and its suburbs. Detroit and its suburbs is a cosmopolitan area, inhabited by all kinds of industry and people of many tastes. They do not find their social and economic best interests in any one particular section of the city or suburbs. On the other hand, they are found in all parts of the city and suburbs.

An Elevated Motor Highway System will unstrangle the traffic congestion. It will bring relief to industry, business and home makers of this cosmopolitan area. It merits the cooperation of all business, industry, and of every resident. Due to its strategic location or accessibility to water, land and air transportation, there is greater reason for Detroit to be the three and one-half million city than our neighbor Chicago. Detroit made the automobile. Detroit should demonstrate to the world that she can make the automobile lead the way to prosperity. Why pay several times over each year for something we are not getting?

TWO G. R. ARCHITECTS ELECTED BY INSTITUTE

Charles T. Ingham, secretary of the American Institute of Architects, has announced the election to Institute membership of Frederick W. Knecht and William H. McCarty of Grand Rapids, members of the firm of Knecht, McCarty and Theabaud, architects for the state hospital buildings in Kalamazoo.

Architects Registered in Michigan: Pay your dues in The Michigan Society of Architects—$3.00 to March 1, 1940.

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ARCHITECTS' REPORTS

AGREE, CHAS. N.—Book Tower, Detroit
2 story bldg., United Hebrew Schools of Detroit Lawton Ave. Taking figures. Bids due Dec. 12, 11 a.m.

Prep. plans for one story bldg.,—6 stores, Gratiot Ave., bet. 7-Mile & Lappin Ave.

Fig. on McKenzie Housing Corp. Closed.

Prep. preliminary plans for a store and theatre bldg. on South Mich. Ave., Dearborn.

Bids closed on equipment and flooring for Daberhar Corp., Fort and Visger Avenues, 2 sty. office bldg. and clinic, Detroit.

Bids closed on equipment for 3 sty. apt. bldg. for Belvidere Land Co., 725 Iroquois Avenue. Contracts let on equip., kitchen cabs.—Mutschler Bros. Co. of Nappanee, Ind.; Refrig.—Radio Distributing Co. of Detroit; electric ranges—Electromaster, Inc.; and medicine cabs. to Ray T. Lyons Co.

BENNETT & STRAIGHT, 13526 Mich. Ave.
Plans for 1000 seat Theatre in progress

Gen'l con. on Echo Theatre let to M. Pelavin; El. WK—Dearborn Eng. Co.; Mech.—Sclar Bros.

BRANDT, CHRISTIAN W.—3408 Eaton Tower, Detroit
Prep. plans for res. in Huntington Woods for A. R. Brandt.

DIEHL, GEO., 120 Madison
Fig. on one story bldg., cor. Wyoming & West Chicago Blvd. closed.

GIFFELS & VALLET, Engineers,
Plans for Personnel Bldg., Reichhold Chem. Co. in preparation.

Prep. plans for Alt. & Add. to Mfg. Bldg. for W. O. Barnes Co.

KASURIN, JOHN, Hotel Park Ave., Detroit.
Prep. plans for store and apt. bldg. for Judge Polk, Brighton Mich. Plans will be ready latter part of this month.

Alter. & Addn. to Miranda Bar & Cafe, E. Jefferson., Detroit.

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RICHARD H. MARR, 415 Brainard Street, Detroit.
Fruehauf Trailer Co. office bldg. add.—2-sty., 90'x 106', prep. plans.

MALCOMSON, CALDER & HAMMOND, 1219 Griswold.
Prep. plans for Girls' Dormitory, Western State Teachers' College, Kalamazoo, Mich.

MERRITT & COLE—1111 Collingwood.
Medical Off. Bldg., Charlevoix, Mich., Dr. Saltonstall, owner. Gen'l con. let to Johnson & Bush, Flint, Mich.

WEST, ROBERT J., United Artists Bldg., Detroit.
Taking figs. for a 3 sty. and bmt. apt. bldg., Merrill Palmer Subdivision.

Taking fig. on alter. and addn. to St. Stephen A. M. E. Church, Stanford and Cobb.

Prep. plans for residence for self, North Rosedale Park Subdiv.

Taking figs. alter. and addn. to dance hall, bar stores and flats, located 8578 W. Jefferson Ave.

Addn. to Fred Wood's Undertaking Establishment.

WRIGHT & ROGVOY—418 Fox Building.
Add. to Dr. Golden's Dentists' Offices.

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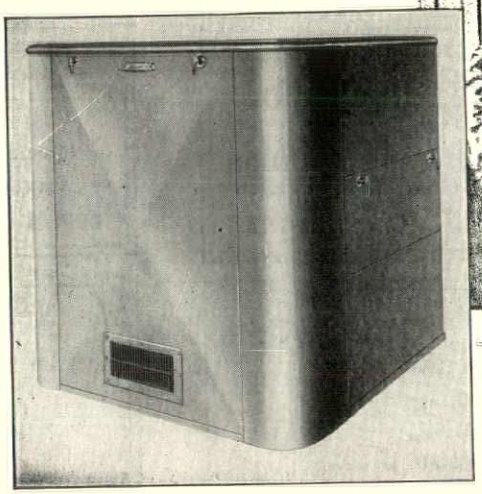

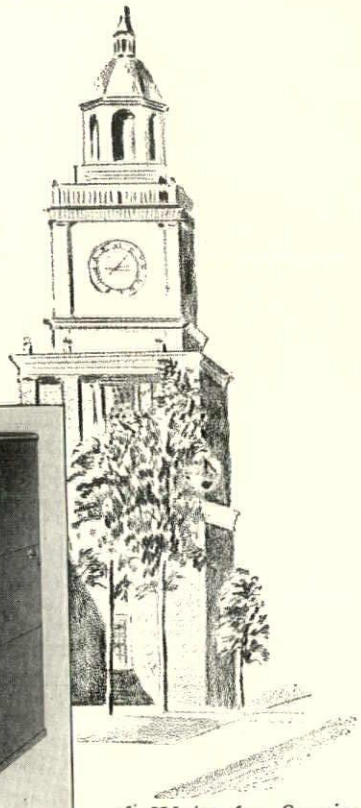

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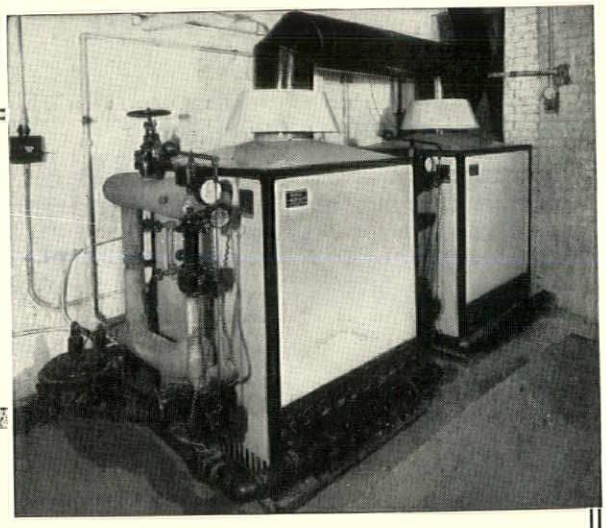

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WEEKLY BULLETIN

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Volume 13 DETROIT, MICHIGAN, DECEMBER 19, 1939 No. 50

M. S. A. CONVENTION TO BE HELD IN GRAND RAPIDS

At the meeting of the Board of Directors of the Michigan Society of Architects held at the Intercollegiate Alumni Club in Detroit on December 8th, it was voted to hold the Society's Twenty-sixth Annual Convention in Grand Rapiids some time in March, 1940.

Roger Allen of Grand Rapids has been named General Chairman of Convention Arrangements and the exact date will depend upon hotel conditions in Grand Rapids.

At the last convention of the Society, which was held in Detroit, an invitation was extended by the Architects of Grand Rapids and more recently the Jackson-Lansing Division had voted to extend an invitation for the convention to be held in Lansing, but only in the event that Grand Rapids did not renew their bid.

At the board meeting Messrs. Roger Allen and Harry Mead of Grand Rapids brought assurance that they still want the Convention, so it goes without saying that it will be a huge success.

Grand Rapids has always meant a successful convention for the Michigan Society of Architects as they have outdone themselves in making the necessary preparations.

THEREFORE, when we build, let us think that we build * * * forever. Let it not be for present delight, nor for present use alone, let it be such work as our descendants will thank us for, and let us think, as we lay stone on stone, that a time is to come when those stones will be held sacred because our hands have touched them, and that men will say as they look upon the labor and the wrought substance of them, "See, this our fathers did for us."

JOHN RUSKIN.

LANSING-JACKSON MEETING

Last Wednesday, December 6, the Lansing-Jackson Division of the Michigan Society of Architects had an informal meeting at Jackson, in charge of Frost & Snyder, at which meeting many subjects were discussed, and at which much sociability occurred. The small house question was discussed at length and tentative plans made for our meeting in Lansing on January 17th, when we are going to have Prof. O'Dell of the University give an illustrated talk on his trip to Europe.

The meeting was attended by Messrs. Languis, Zimmerman, Ackley, Munson, Rosa, Rudine, Herrick, Simpson, Black, Frost, Snyder and Gildersleeve.

RALPH HERRICK, Sec.-treas.

MICHIGAN STATE BOARD OF REGISTRATION FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS

307 Transportation Bldg., Detroit

The next State Board Examination for Architects, Civil Engineers and Surveyors will be held at the University of Michigan, Michigan State College, University of Detroit and Michigan College fo Mining and Technology on December 27th, 28th and 29th, 1939. The subject of the design problem for part A of the architectural examination will be "An Employment and Welfare Building."

Application blanks and full information may be obtained by writing to the office of the Board, 307 Transportation Building, Detroit.

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THE NEW ENGINEERING BUILDING

In a special issue of The Foundation, publication of the Engineering Society of Detroit, which has just been issued, the Society's new building by Harley and Ellington is featured.

The building which will be located on the south side of Farnsworth Avenue extending from Woodward to John R is of semi-modern design, two stories in height. In addition to the Engineering Society of Detroit it will house the Extension Division of the University of Michigan. The building is made possible through the Horace H. Rackham and Mary A. Rackham Foundation.

The issue carries reproductions of renderings by Malcolm R. Stirton as well as floor plans and descriptive matter.

Photographs of Alvin E. Harley, Harold S. Ellington and C. Kenneth Bell, members of the Society's architectural firm are also shown.

This makes a most interesting project and will be the consummation of an ambition long held by the Engineering Society of Detroit and its predecessor, the Detroit Engineering Society, as well as the architectural groups who hope to make use of their facilities.

ROBERT DIEGERT WINS COMPETITION

Announcement has just been made that the design of Robert C. Diegert has been selected by judges in a competition held in Toledo for a proposed illuminated fountain to be erected in a downtown Toledo park.

Judges were William E. Kapp of Detroit, Joseph L. Wienberg of Cleveland and George W. Shoonmaker, City Manager of Toledo.

The Competitions Committee of the Toledo Chapter, American Institute of Architects, under whose direction the contest was held, included Carl B. Hoke, chairman; Timothy Y. Hewlett, president of the Toledo Chapter; Horace H. Wachter; John Richards and Lawrence Bellman.

Bob Diegert will be remembered by many friends in Detroit, where he formerly worked. He is registered both in Ohio and Michigan.

J. G. KASTLER

Joseph G. Kastler, a Detroit architect widely known in building circles, died December 9, at his home, 1231 Lenox. He was born March 11, 1866, in Stargard, Germany, and came to Detroit 59 years ago. He had been ill about two years.

Mr. Kastler retired from active practice in 1935.

He is survived by his wife Barbara, three children, Mrs. Kathryn Echlin, Olive and Roman Kastler; a sister, Mrs. Charles English, and two brothers, Julius and August Kastler.

F. O. VARNEY ILL

We regret to learn that F. Orla Varney recently suffered an attack at work on his duties with the Federal Housing Administration and is now confined to his home. We understand that he is progressing nicely and expects to be back at his duties in a short time.

EMERY STANFORD HALL AND THE NATIONAL COUNCIL OF ARCHITECTURAL REGISTRATION BOARDS

Emery Stanford Hall, a leading American authority on architects' registration laws and Secretary-Treasurer of the National Council of Architectural Registration Boards, died in Chicago on December 4. Before having fully recovered from a serious operation he attended the recent conventions of the American Institute of Architects and of the Council in Washington, re-entering and remaining at the hospital after his return to Chicago.

His exceptional devotion and ability made the Council effective. He was its continuing executive officer, re-elected annually since the inception of the idea in 1919, during the Nashville A. I. A. convention where with D. Everett Waid and a few others a temporary organization was effected.

More and more of his time and strength went into the work as it expanded. His boundless zeal and expert knowledge, his help in connection with examinations, proposed laws and amendments, his preparation of the Council's publications and administering its affairs, together constituted a most extraordinary and outstanding constructive effort and achievement on behalf of the architectural profession.

His unwavering belief in high standards was exemplary and inspiring and did much to create confidence in the organization and win support for it. He saw like some others that unlike existing architectural associations the examining boards had the unique responsibility of actually admitting to practice and hence the desirability of correlating the endeavors of the Boards, of securing not only the best possible law but assuring its forthright administration without compromise through competent examiners.

To his work he brought technical training and thoroughness, a long professional experience and first hand acquaintance with architectural registration in Illinois which had pioneered in such legislation; there in 1919 he was president of the Architects' Examining Board on which he continued to serve for many years.

Emery Hall will be deeply mourned by all who had the privilege of working with him. Many yet to come will profit through his work and all architects owe him a debt which can only be paid by helping continue what was for him such a great labor of love.

EMIL LORCH *

* Professor Lorch was chairman of the committee on organization of the Council, its first president and long a member of its executive committee.

A. H. GRANGER

Alfred Hoyt Granger, eminent architect, died of a heart attack on December 10th at his home in Few Acres, Roxbury, Connecticut.

He was a life member of The American Institute of Architects and a retired member of the firm of Granger and Bollenbacher, Chicago.

He first gained prominence when he designed the old North Western Railroad Station in Chicago. In 1937 the second unit of the University of Illinois Medical Building on the Chicago Campus was completed by him at a cost of $1,500,000.

In recent years Mr. Granger had spent much time in Vienna.

PROPOSED IMPROVEMENT TO CASS PARK

By F. Gordon Pickell, Architect

(See pictures on facing page)

The present Cass Park, situated as it is, forms an obstruction to traffic flow up Second Boulevard and creates a problem crying for solution, while the benefits for which the park was originally planned are fast fading out in potential returns.

Modern motor traffic, need for car parking, through intensified use of surrounding land area, and changing tastes in recreation are the reasons. The solution which is suggested may be simply stated as "raising the park area above the traffic level, continuing Second boulevard traffic straight through one hundred feet in width and using the remainder of area each side of roadway for the storage of 500 cars. The area over all this space will naturally be designed to the best development that the structure will lend itself too, offering opportunities for advantages not found in the park at present.

Pickell

The improvement will then consist of: 1. Second boulevard "street opening" including ample bus loading platforms; 2. Inside storage space for 500 cars; 3. A new elevated park with a center assembly area for mass gatherings, dancing, wading pools for children, or for skating in season, having at each end stages for music and other uses, rest rooms, dressing rooms, etc., and housing for park caretakers. The areas each side of platform would be used for formal landscape park uses with an outer "balcony" space forming a prominade area on all sides of the park.

It is obvious that the aforementioned three features have contributing values of different kinds. No. 1 may be compared with the present bottle neck aspect of Second boulevard at the park, or with the suggested under-pass, (with a cost almost equal to this proposed development and doing positive harm to adjoining land values of undetermined amount,) and can be counted on to be of great value as a bus station of special use to the concert patrons and others using our best and most used building in Detroit.

No. 2 has a purely utility aspect and can be easily appraised. For example, at thirty cents per car per day (.30 x 500=$150.00 per day or $4500.00 per month, capitalized at 6% is a return on $900,000.00. This may be double use of .15c fees or triple use of .10c fees in day parking and .20c fee at night.)

No. 3 is not without a possible contribution to liquidating a part of the capital cost, having features which on special occasions may rightly be given a charge, New York has found that the public has been glad to pay nominal fees for access to special park features, and the uses made of this kind will largely depend on the management. The greatest return to the city from the park amenities will come indirectly from the increased development of the area in the park's immediate vicinity.

From the foregoing it would seem that the car storage would not only carry the capital cost but provide a small liquidating fund and if there is one experiment that Detroit needs and can afford, it is a possible solution to our dire need for parks and parking facilities, particularly inside the boulevard where so much of the present development seems hopeless, for taxes or any thing else. A million dollars spent in a new kind of "life saver" to reverse the present trend of the property-value-avalanche and allow for the full use of the present public services will be small change compared with the millions of dollars in land values now at stake.

To revamp Cass park is to show how other areas, not any farther from the center of town, and now almost abandoned can be made into desirable housing sites at enhanced values which will return the cost of their improvements and help save Detroit.

In Detroit as in other large cities there is acre after acre of slum land, germ breeding, unhealthful, a fire menace and a penal breeding place. Where taxes have not been paid on most of it and that not even tax sharks will buy it up, they consider its future so hopeless. It is a great expense to the city but try to option any of it; The rumor spreads that there is a sucker on the horizon—and the old hold-up starts.

The only hope of acquiring such land for useful services at a fair price seems to be by process of condemnation, the same method used in acquiring streets, the same principal intended in the zoning law—the greatest good for the greatest number. The land now is worse than useless; the buildings are liabilities; but behind them is a vague dream in the brain of the owner that some day a value will return. That future dream-value becomes the real value, if any inquiry is made, and, if condemnation is discussed, there is horror and hate because he is to be robbed of the dream. Truly, ideas seem more than ever to be the only realities.

When a community puts itself in a position where it can collect the increased values on its planned social improvements, it is a simple technical process to take a third of a city,—the one third where the ill housed, and ill fed live or try to live,—and replan and rebuild so as to make each portion profitable to the tax payers. The best prospect for new developments are on this cheap land, which is most excessable to the cities' commercial and industrial centers and having the inestimable advantage of initiating its own area of building upwards with a much truer understanding of the issues involved. A critical examination of existing urban conditions throws new light on their causes. It is now realized that the present plight of our cities is due to an alarmingly rapid increase of the kind of functional maladies to which it is the natural order of things for all aging bodies to be subject; and that these disorders urgently call for drastic surgical treatment.

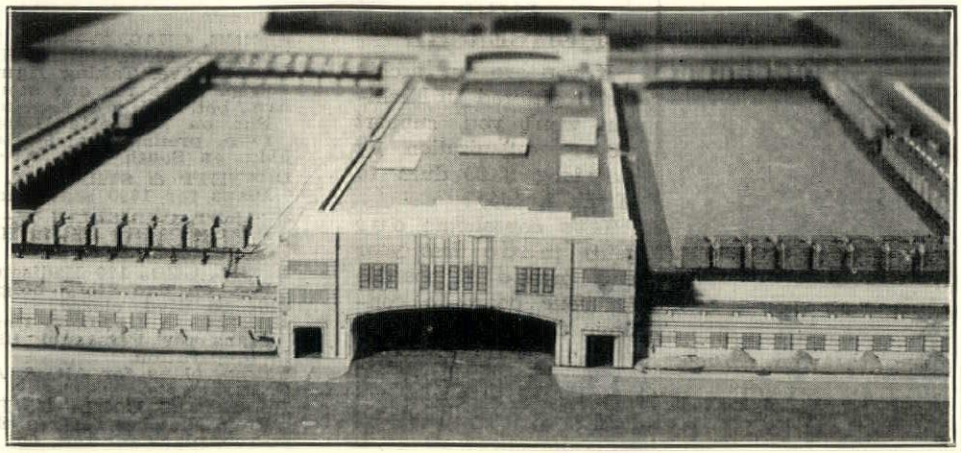
F. GORDON PICKELL, Registered Architect
WILLIAM H. ADAMS, Registered Engineer

ARCHITECTS' BALL TO BE HELD IN FEBRUARY

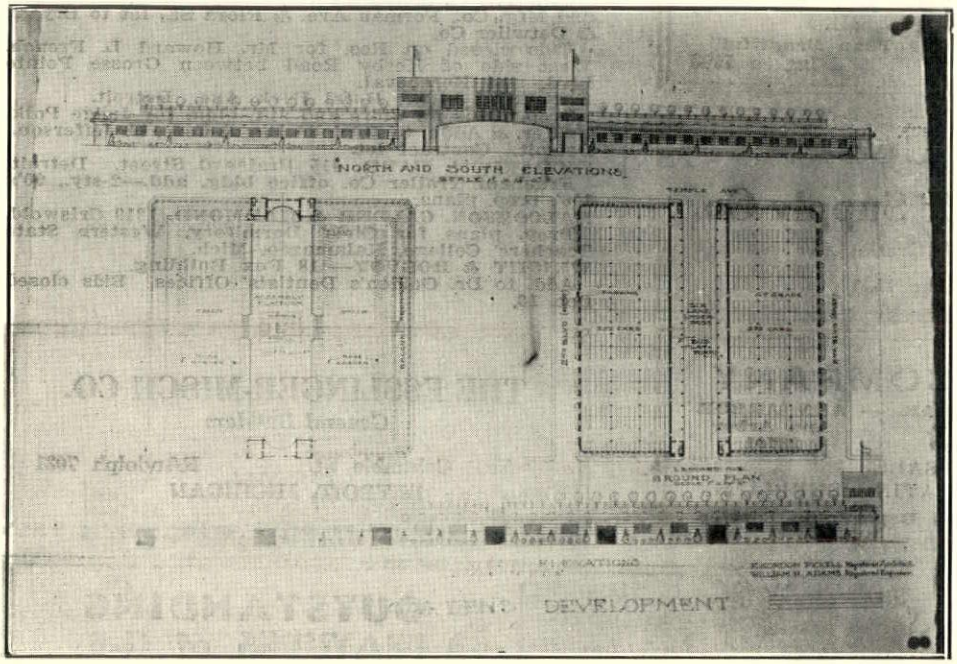
Frank H. Wright, chairman of a Committee on Arrangements for the Architects' Fourth Annual Dinner Dance, has announced that this function will be held the first week in February. The exact date and place will be announced later.

Arrangments are well under way to make this one of the most outstanding of the events yet held.

Features will be special favors for the ladies and a number of acts of entertainment.



Pictured on the right is a view of Mr. Pickell's model showing garden over traffic way and automobile storage space.



On the left is shown a detail of Entrance to traffic way and plans of upper and lower levels.

SOCIETE MEDAL TO GA. TECH

The 1939 University Medal of the American Group of the Societe des Architectes Dipolomes par le Gouvernement has been awarded to the Georgia School of Technology, it is announced by Seth Talcott, secretary of the Societe, which has headquarters at 115 East 40th Street.

The medal, given annually "for the best record of accomplishment in the teaching of architecture" was awarded on the basis of a comparison of results obtained by schools which submitted student work to the Beaux Arts Institute of Design. Practicing architects of New York and neighboring cities were judges.

"The award to a college in the South evidences the widespread interest taken in the educational work of the Institute," Mr. Talcott said. Participants in the competitions come from all parts of the United States.

Paul Campagna of the University of Illinois won the Societe's gold medal for individual accomplishment, while A. Clark Hudson of the Georgia School of Technology receives a silver medal.

BENNETT ELECTED TO TAU SIGMA DELTA

Bennett

Wells I. Bennett, Dean, College of Architecture and Design, University of Michigan was initiated in Tau Sigma Delta, national collegiate honorary society in architecture and the allied arts on Wednesday evening, December 13.

The initiation was conducted by Ernest H. Trysell in a special meeting held for this purpose and was followed by a dinner at the Michigan Union.

John Farren of Montana was toastmaster and John C. Thornton of Detroit was the principal speaker.

Mr. Thornton made a most interesting talk which contained helpful suggestions to architectural students as to what they may expect after finishing their university training.

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ARCHITECTS' REPORTS

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Prep. plans for one story bldg.,—6 stores, Gratiot Ave., bet. 7-Mile & Lappin Ave.
Fig. on McKenzie Housing Corp. Closed.
Prep. preliminary plans for a store and theatre bldg. on South Mich. Ave., Dearborn.

BENNETT & STRAIGHT, 13526 Mich. Ave.
Plans for 1000 seat Theatre in progress.

BRANDT, CHRISTIAN W.—3408 Eaton Tower, Detroit
Prep. plans for res. in Huntington Woods for A. R. Brandt.

DIEHL, GEO., 120 Madison
Fig. on one story bldg., cor. Wyoming & West Chicago Blvd. closed.

GIFFELS & VALLET, Engineers,
Plans for Personnel Bldg., Reichhold Chem. Co. in preparation.
Prep. plans for Alt. & Add. to Mfg. Bldg. for W. O. Barnes Co.

HABERMAS, CARL—415 Brainard
Prep. sketches for res. 85x40, Gr. Pte. Frms.
Prep. plans for res., Gr. Pte. Shores 67x30.

HUGHES, TALMAGE C.—120 Madison Ave.
Gen. Con on alteration to factory for H. & H. Tube and Mfg. Co., Forman Ave. & Flora St., let to Bryant & Detwiler Co.
Bids closed on Res. for Mr. Howard L. French, West side of Kerby Road between Grosse Pointe Blvd. and Kercheval.

KASURIN, JOHN, Hotel Park Ave., Detroit.
Prep. plans for store and apt. bldg. for Judge Polk, Alter. & Addn. to Miranda Bar & Cafe, E. Jefferson., Detroit. Contract let.

RICHARD H. MARR, 415 Brainard Street, Detroit.
Fruehauf Trailer Co. office bldg. add.—2-sty., 90'x 106', prep. plans.

MALCOMSON, CALDER & HAMMOND, 1219 Griswold.
Prep. plans for Girls' Dormitory, Western State Teachers' College, Kalamazoo, Mich.

WRIGHT & ROGVOY—418 Fox Building.
Add. to Dr. Golden's Dentists' Offices. Bids closed Dec. 16.

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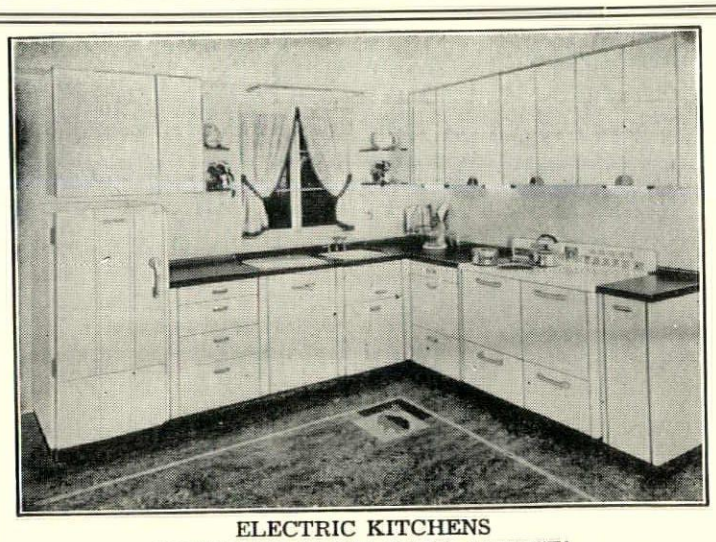

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ATTENTION, AIA COMMITTEE ON PUBLIC INFORMATION, AND LOCAL REPRESENTATIVES

BUILDING CODES, A NATIONAL PROBLEM

Editor's Note: This article, addressed to the attention of members of the Institute's Committee on Public Information and chapter local representatives, all of whom receive the Weekly Bulletin, has been sent to us by Mr. William Orr Ludlow, Committee Chairman. It is our hope that Mr. Ludlow will from time to time continue to make use of the columns of the Weekly Bulletin with messages to our committee. The article is reprinted from the Insured Mortgage Portfolio, publication of FHA, through the courtesy of Mr. Paul H. Hayward, editor. In connection with the article Mr. Ludlow has the following to say:

"Here is an article from FHA's Technical Division which ought to be interesting to every architect and every builder, and certainly the public ought to be wise to this situation, for here is one way to reduce the cost of building and so bring about more building. It is high time that steps were taken to bring building codes up to date and I believe that architects should lead the way. It is our job, the public has a right to expect it of us.

"As you and I are officially interested in Public Information in behalf of the Institute, I just want to say that in my opinion action of this sort and the publicity that goes with it, does more than any number of words to tell the public what kind of a fellow the architect is."

Building codes, dealing as they do with building materials and processes, are a factor in building-construction costs. When these codes increase costs, they have a far-reaching effect on mortgage lending. Low building costs are definite stimuli to home ownership and tend to increase the outlet for investment funds.

Where local building-code requirements unnecessarily increase construction costs, potential home owners are discouraged from building. The larger initial charges and monthly mortgage payments which are necessitated because of the higher building costs also act as deterrents. Under these same conditions, modernization of properties also may become uneconomical.

As building costs decrease, construction of moderate-cost homes tends to increase. Since a preponderant portion of families of the United States have annual incomes of $2,000 and less, these families constitute a major building market which offers important possibilities for investment capital. This market demands both owner-occupied and rental properties. To meet the housing needs of families in this group, building costs and rental levels must be consistent with their incomes. Excessive code requirements which impose added building costs obviously tend to retard construction activity in this field.

Since it is apparent that construction volume in a locality may be greatly influenced by building-code requirements, lending-agency executives who are desirous of gaining new outlets for investment capital should have more than a superficial interest in their local codes.

Codes number more than 1,500

There are more than 1,500 such codes, all developed by as many independent code authorities

See CODES—Page 9

Season's Greetings

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AND
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DIEHL ON RADIO

George F. Diehl, president of the Detroit Division, Michigan Society of Architects, will speak over radio station WWJ, Wednesday, December 27th at 9:00 A. M. His talk will have to do with the small house problem and other related architectural subjects.

Diehl

The program is that of Miss Dorothy Spicer, "Listen Ladies," from 9 to 9:30 each week-day morning.

Miss Spicer has developed a most interesting program in having a variety of material from outstanding authorities in their respective fields.

Mr. Diehl is a good speaker and we look forward with pleasure to hearing him Wednesday morning.

ARCHITECTS' BALL

Frank H. Wright, chairman of the Entertainment Committee for the Detroit Division of the Michigan Society of Architects, announces that plans for the Fourth Annual Architects' Ball are rapidly taking form. With Wright on the Division Entertainment Committee are Cyril Edward Schley and Leo J. Schowalter. Others added to the committee for this particular event are Chester L. Baumann, Lyle S. Cole, Cornelius L. T. Gabler and Gerald M. Merritt

The date has been set for Friday evening, February 2nd, and according to the committee the location will be in an uptown hotel to be announced later.

One of Detroit's finest orchestras has been engaged and special entertaining features are being arranged.

It is suggested that architects and their friends reserve this date.

GLASS BLOCK COMPETITION

Ralph Rapson, of Bloomfield Hills, was among the prize winners in the recent architectural competition sponsored by the Architectural Forum and Owens-Illinois Glass Co., which was judged at the Naval Armory in Detroit where the drawings were displayed. Mr. Rapson was awarded $100 with five others ranked fourth to eighth.

First prize of $1,000 was given to Ernest A. Grunsfeld, Jr., of Chicago, whose design was one of 287 submitted in the competition. Alvin E. Harley and Arthur K. Hyde, of Detroit, sat on the Board of Award. Henry H. Saylor, associate Editor of the Forum spent two weeks in Detroit prior to and during the judgement.

DWIGHT JAMES BAUM

Clair W. Ditchy, Regional Director of The American Institute of Architects, has just received word of the passing of Dwight James Baum, eminent architect of New York.

Mr. Baum. who died suddenly on December 13th, was a Fellow of The American Institute of Architects and had just succeeded the late D. Everett Waid as architect for The American Institute of Architects in studying the problem of an office building. With him was associated Mr. Otto K. Eggers.

Dwight Baum had been an outstanding figure in his profession and particularly in the field of fine residences

PRODUCERS' LUNCHEONS

The Producers' Council Club of Michigan held its regular weekly luncheon at La Casa Loma Club, Monday, December 11th. Those present were Messrs. Harms of Master Builders' Co.; Marshall and Knowlton, Aluminum Co.; Haas, Stran-Steel; Ainslee and Bayliss, Armstrong Cork Co.; Clise, Johns-Manville Co.; Black, Tremco Mfg. Co.; Bragaw, Otis Elevator; Miller, Masonite Corp.; Richardson, Spencer Turbine Co.; Moore, National Fireproofing Co.; Murphy and Cuneo, General Electric Co.; Scherer, Libbey-Owens-Ford Glass Co.

Guests were C. William Palmer, Liaison Officer from the Detroit Chapter, The American Institute of Architects, Talmage C. Hughes, Chapter Secretary, and Cornelius L. T. Gabler, secretary of the Michigan Society of Architects.

F. W. Clise, president of the Club, opened the meeting and turned it over to Mr. Ainslee, in charge of luncheon programs. He welcomed George Haas, who besides being an architect, member of The Institute and past president of the Michigan Society of Architects, is the representative of Stran-Steel Division, Great Lakes Steel Corporation, the Detroit Club's newest member.

At each luncheon it has been the custom to allow fifteen minutes for one of the members to tell the story of his product and on this occasion Mr. Black of Tremco Manufacturing Co. spoke about their products, which include caulking compounds, glazing compounds and sealers against moisture, rust, etc.

He explained that they have sixty-seven different kinds covered by three lines and thirty-seven different types of waterproofing.

Mr. Gabler was called upon to discuss the question of catalogues and other literature which the Producers' furnish to architects. He pointed out particularly the absence of dates on catalogues which sometimes make it difficult to tell whether or not they are up-to-date. He touched upon the practice of architecture comparing it to an athletic contest in which there are rules of fair play and stressed the importance of a program of public information.

Mr. Palmer, as buffer between the architects and the producers, gave an interesting talk on the important place which the Producers' Council holds in the industry and particularly with regard to the architectural profession.

In suggesting that it might be interesting to have the architects reaction as to his composite ideal salesman, President Clise called upon George Haas, who shed some interesting light on this subject.

George has had the opportunity to view the situation from both sides and his expressions are particularly significant for that reason. He stated that the bulletins issued by the Producers' Council constitute one of the finest services they could extend.

Mr. Hughes stated that Mr. Follin was doing a splendid job as Executive Director of the National Council and expressed the hope of having him at a Detroit meeting in the near future.

The annual meeting held jointly by the Producers' Council Club of Michigan and the Detroit Chapter of The American Institute of Architects will be on Thursday evening, January 25.

Mr. Laurence Tebbetts, president of the Producers' Council, Incorporated, will be the guest of honor and principal speaker.

WISHING YOU . . .

A Merry Christmas

and

Happy New Year

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MODERN ARCHITECTURAL THEORIES

(A lecture delivered at the Detroit Institute of Arts, on Tuesday, December 5, 1939, by Kenneth C. Black, Pres. Michigan Society of Architects.)

Most Architects today are pleased to observe the increased interest which is being taken in architecture by the general public. They are especially pleased when that interest extends into the realm of architectural theory, because when the public becomes interested in the theoretical as well as the practical problems of a profession we may reasonably expect that interesting developments of major importance are taking place.

Black

Today, one can scarcely pick up a magazine which contains a section devoted to building without reading the words, "Modernism," "Functionalism" and "The International Style," as well as such time honored stylistic designations as Colonial, Georgian, French, English, and so on, ad infinitum.

A few years ago, whenever the building section of some widely read magazine published a design which looked "different" to the average reader, and whenever some leading modernist with a highly developed sense of news value released a startling statement to the public press, architects everywhere were asked, "Do you really think Modern design is here to stay?"

Today, that question is not asked as frequently because during the past five or ten years everyone has become so accustomed to seeing buildings designed in the so-called Modern style that the answer is obvious.

The final, definite, death blow to the wishful thinking of those who had hoped that modernism was simply a passing fancy, was delivered a few short months ago when a distinguished jury of prominent architects selected a Modern design submitted by the Saarinens and Robert Swanson in the national competition for the selection of an architect for the Smithsonian Gallery of Art in Washington. When one considers that Washington is regarded by most modernists as a hot-bed of archaic architecture: when one realizes that all public buildings in Washington have heretofore been made to conform to a traditional pattern in the interest of the harmony of the city as a whole: when one observes that it is proposed to erect Saarinen's design on the Mall, directly opposite the traditionally designed National Gallery of Art: when one reflects that the members of this jury must have been fully conscious of the responsibility which rested upon them to preserve the character of the Mall: and when in spite of the pressure exerted by all these intangible but powerful forces of tradition, the jury still selected a Modern design for that particular location, it should be obvious to all but those who **will not see** that not only is Modern design here to stay, but that it has taken on a cloak of such eminent respectability that it has been able to supplant traditional architecture in this country at its very strongest point.

I am not saying, mind you, that I think the design picked by the jury will actually be built, because the competition was primarily for the selection of an architect, rather than for the selection of a design. When one remembers the furor which was created in Washington last year over the proposed removal of a few cherry trees to make way for the Jefferson Memorial, it will be surprising indeed if a battle of major proportions does not develop over the appropriateness of the Smithsonian design to its site when funds for its erection are sought. But, regardless of the outcome of such a battle, even if the architects are forced by public opinion or the Fine Arts Commission to cast their final design into a more conventional mould; the important fact is that the forces of modernism have won their battle with tradition. I doubt very much if any architect who enters a national competition in the future will waste his time in the preparation of a design which depends upon any historical style for its inspiration.

So, today, the question is not whether Modern design is here to stay so much as it is a question of how radical, and how rapid its development may become in this country.

In order to even approximate the answer to this question it is essential to analyze the reactions of the architects themselves to this modern trend. Because it is reasonable to assume that the members of my profession will be designing modern buildings in the future with the same competency which they have displayed in designing traditional buildings in the past—and that the violence, or lack of it, with which modernism develops will be measured by the **"composite attitude"** of the architects toward it. I am using the words "composite attitude" advisedly, because obviously architects as individuals may disagree violently. In fact we not only may disagree—we very frequently do!

A friend of mine likes to say that there are two classes of architects. One class is composed of men who regard themselves as God's gift to the world, to their profession, and above all to their clients. The other class are men who are merchants of architecture.

Individuals in the first category develop an intense personal philosophy which admits of no compromise. This personal philosophy reflects itself in a purely personal type of design, and all of the commissions which come into such an individual's office result in buildings which conform to this personalized design. This type of architect assumes as a matter of course that his client will recognize the all inclusive wisdom he possesses and will, whenever a difference of opinion arises, bow unquestioningly to the superior judgment of his architect. Nearly all geniuses, both real and synthetic, belong in this class.

This class is relatively small in number and each individual, being so sure of the inevitable correctness of his own judgment, does not hesitate to experiment with his client's money in trying out new materials, new methods of construction, and new types of design. Sometimes these experiments are successful and when they are the rest of us cautiously adopt such ideas as can be divorced from the personality of their originator and put into common use.

The second type of architect, the merchant of architecture, comprises at least 90% of the members of my profession. By classifying an individual as a merchant of architecture I do not mean to say that he is engaged in the business of selling stock plans. But I do mean that if a client wants plans for a Colonial house the architect will design a Colonial house for

him. Or if his client wants an English house, or a Gothic church, or a Modern store front, he will design those. In each case he conceives it to be his professional duty to advise his client as to how he can best make use of the technical and mechanical developments in the building industry which are pertinent to the building he proposes to build. The architect then proceeds to design, as directed, the very best Colonial, or English, or Modern building he can produce for the budget his client allows him.

This difference in the mental attitude of architects toward our profession is really a fundamental difference of opinion as to the architect's function, and it raises an interesting theoretical question. It has frequently been said that the customs, manners, ideals, and inspirations of the people of any given era can be read by the architecture of their time. If that is true, then which type of architect is doing the best job of interpreting our own times? It is the individual genius who is expressing his own personality, or is it the average architect who is giving permanent form to the ideas of his clients? The genius maintains, of course, that he is a genius precisely because all the constructive forces of his era are concentrated in him, and that in expressing himself, he is, ipso facto, expressing the times in which he lives at their very best. The average architect disagrees with this assumption and maintains that a true expression of the times can only be achieved if the architect submerges his own personality in that of his client. With such a philosophy he maintains that during the course of his professional life he will have given expression to the personal wishes of hundreds of individuals rather than simply to his own, and that in so doing he is the one who is producing a more honest interpretation of the times in which he lives.

I think that the difference in the final resulting building which is brought about by this fundamental difference in conception of the architect's function can be clearly illustrated by the following example:

You all know that Mr. Frank Lloyd Wright is considered by many people to be a genius - and you are all familiar with the type of design which has made him famous. Now suppose your name is Charlie Smith and that you employ Mr. Wright to design your home. When the building is finished, people will drive by and say, "Oh, look, there's the Frank Lloyd Wright house that Charlie Smith lives in." But, if instead of employing Mr. Wright you employ a merchant of architecture, people will say, "There's Charlie Smith's house. I think John Doe designed it." In one case the house reflects its designer and in the other it reflects its owner.

Now, my reason for dwelling at such length on this difference in theory is because I think we can reasonably assume that it will have a vary definite bearing on the rapidity with which the modern style develops. Because if most architects are interpreting the desires of their clients then new ideas will be universally adopted only as fast as the general public permits. And the building demands of the general public are influenced by many factors, of which I am afraid pure artistic appreciation is a very minor element.

In estimating the reaction of the public to modernism I think the experience of our own office is typical of that of the average architect, and if you will pardon a few personal references we will, for demonstration purposes, make that experience a matter of record at this point.

Our office is a small office in the center of an area having a population of about 125,000 people. As is usual with such small offices, we have not specialized, but have designed all types of buildings and in doing so have come in contact with all types of clients.

During the past ten years our commercial and industrial work has nearly all been designed in varying degrees of modernism. We have found that the owners of such buildings permit the use of that style either because they feel its novelty has a definite advertising value, or because they are primarily interested in the practical or economic aspects of their problem and leave its architectural treatment to the architect.

Many public bodies too, permit the use of a conservative form of modernism in the design of public buildings. They seem disposed to trust the architect's judgment in matters of design, probably on the theory that, being a business man, he will be smart enough to keep his imagination within the bounds so as not to jeopardize his chances of receiving still further commissions.

In the case of residential architecture however, the picture changes completely. I would say that we have designed an average of at least ten residences a year during the past ten years and I can say further that every one of these clients has been asked if he would like a modern house. But in spite of all the pictures of modern houses that are being published today, and in spite of all the theoretical advantages of modern planning, we have yet to build our first residence in the modern style. Only this summer did we find an owner who wanted such a house planned for him. The sketches for this house have been approved and we hope it will be built in the spring.

Residential clients seem willing to let their architects use a reasonable amount of freedom in designing their homes but they won't be able to label the result "Colonial" or "English" or "Georgian" or whatever the closest historical style happens to be. And in many instances, although the client himself may not object to having a modern house, he finds that the financial institution which is to carry his mortgage informs him that he must either build a house based on tradition design or look elsewhere for his money. This apparent unwillingness of most banks and mortgage companies to risk their money on what they still regard as an experimental type of architecture is a very powerful force in retarding the development of modern residential design. It cannot be overlooked in any attempt to prophesy the future of modernism.

I have stated that in interpreting their client's wishes most architects design all sorts of buildings and design them in all styles. Usually when you attend a lecture on architecture in such a pedantic atmosphere as this, you are listening to a gifted individual who has made a name for himself by creating a series of designs which are so individualistic that he is asked - or asks himself - to make public speeches about them. But I don't recall that I ever attended a lecture where the audience was shown the sort of work that is done by the average architect's office in this country. It has occurred to me that perhaps you might be interested in seeing some pictures which will demonstrate the variety of design which results when an architect simply regards himself as his clients agent, and I have therefore brought a few slides of some of the buildings

which have been designed by our office during the past ten years.

I have two very definite reasons for confining these pictures to the work of our own office. In the first place, I believe that the work of our office is typical of dozens of other offices in Michigan both from the standpoint of volume and quality of work, and only by confining the pictures to the work of one office can I illustrate the point I am trying to make—namely, the effect of the modern movement on the average architect, his reaction to it, and the trend his designs are taking because of it, Secondly, I have referred to Frank Lloyd Wright as a genius and as an individual whose fundamental approach to architecture is different from that of most architects. That being the case I am sure it would be poor taste indeed to ask any of my brother architects to let me show pictures of their work to illustrate my point, because in so doing I would be inferring that if Mr. Wright is a genius, they most certainly are not! And I have no desire to be sued for libel as a result of this lecture!!

But since I personally make no claim to supernatural ability I can present these pictures simply for what they are - an honest attempt to give our clients what they wanted. When these pictures are finished I will have a few more things to say. My object in showing them at this point is for the purpose of offering pictorial proof of the things I have pointed out so far, and to have you keep them in mind as a background for what I wish to say in closing.

As the slides are shown I will comment briefly on the reasons why each design took the form it did. I feel perfectly safe in saying that similar reasons have exerted similar effects on work done by the offices of my fellow practitioners.

Now, quite naturally architects who are designing buildings in several styles resent certain assumptions made by the out and out modernist.

To begin with let's look for a minute at this word "functionalism." The dictionary definition of functionalism is, "The adaptation of form or structure to function," and function itself defined as, "The natural, proper, or characteristic action of anything." During the development of Modernism however, this word as it relates to architecture has been invested by the modernist with a positive meaning and a negative inference at one and the same time. When a modernist says that modern planning and design are functional, he tends to create in the mind of his audience the impression that traditional design is **not** functional. More than this, he frequently accuses architects who do not see eye to eye with him, of being false to the ideals of their profession and of being insincere in their work. The opinions of such individuals, aided by a sensational type of journalistic presentation, have gradually brought a large section of the public to believe that every building which has corner windows, gas pipe stair railings, glass block bathroom walls, and a flat cantilevered roof is functional. And the obvious hope of such individuals is that the public will believe that the more gas pipes there are the more functional the building is.

Now upon reflection, it is obvious that a building is not functional for any of these reasons, but unfortunately the public does not have time to reflect. Consequently this impression of functionalism persists, and will probably continue to persist until the public gets tired of seeing gas pipes above ground.

The "International Style" is another phrase which is often heard today. The obvious inference of this term is that it designates a type of design which is equally at home in any country. Supposedly the rapid interchange of ideas between men of different nationalities, plus the use of mechanical and technical improvements in the art of building, have combined to create a style which will be universally understood and admired. Up to the present time however, most of the buildings which have been advanced by their creators as examples of this style have been the most radical of all. Several of my friends in the profession feel that the term is merely a convenient one to apply to the work of foreign architects who have come to this country recently and who have continued to design buildings in the same style they used in the country they left, without any apparent assimilation of American Ideals. Such buildings, being obviously not American Architecture, although admittedly erected here, must be made to fit into some category and since similar buildings can be found in certain European countries, what is more natural than to call them examples of an "International Style?"

I am not prepared to say whether this opinion on the part of some of my confreres is true or false, but for my own part I find it difficult to dissociate architecture from geography. It is hard for me to image a type of design which will look equally at home in the everglades of Florida, the cornfields of Iowa, the Alps of Switzerland, the sunshine of Italy, and the damp fogs of London,—even though I am perfectly willing to admit that it is now mechanically possible to build the identical building in all those places and by the miracle of air-conditioning to be perfectly comfortable in it at all times and under all conditions of moisture and temperature. But the art of designing buildings goes deeper than merely an achievement of mechanical perfection and I fail to see that any universal architecture can be developed simply by imposing the forces of mechanics on the forces of nature without due regard for both.

There are two further factors which should be mentioned in a discussion of this sort, since a combination of the two is bound to result in a rapid development of Modern design. The first of these factors is the publicity which is being given modernism by both professional and general magazines, and the second is the change which is taking place in the teaching of design in our colleges of architecture.

Some of my friends in the profession honestly believe that our professional magazines are going out of their way to publicize the work of certain modernists. In some quarters there is a definite feeling that these individuals are being deliberately press-agented. I do not subscribe to this belief myself.

Magazines publish what their readers want to see. If they don't, their subscriptions fall off and their advertising revenues drop. Consequently the publishers of a magazine like, for instance, the Architectural Forum which has a large circulation both within and without the profession, must try to find buildings which have news value, and to have news value a building must be sufficiently unique to command attention. Therefore many unusual designs are published because people like to look at pictures of queer houses even if they won't live in them. I once loaned such a magazine to a client whom I had hoped to interest in building a modern house. When he brought it back he said, "Every time my wife and I turned a page in that magazine we felt sorrier

than ever for folks who can't live in a nice little Cape Cod cottage like we want you to design for us - dining room and all!"

But the fact remains that Modern designs are being published with increasing frequency and the more of such work is published the more receptive the public mind will become toward it. When that mind has become completely receptive the modern architect will come into his own.

An indication of the probability that that day will not be long in coming is the change which is taking place in architectural education. Fifteen years ago no architectural faculty was considered first class unless it had on its staff a professor of design who was a Frenchman and a graduate of the Ecole des Beaux Arts at Paris. Students were thoroughly grounded in the fundamentals of traditional architecture and such evidences of modernism as were permitted to creep into their designs were made to conform to the principles of the Beaux Arts. Today the schools which are receiving the most publicity (some architects prefer the word "notoriety") are those whose leading professor of design is a German, Hollander, or Northern European—and the fetish of the moment is the Bauhaus rather than the Beaux Arts.

When the present generation of students, with their training in Bauhaus technique, commence practice and secure clients whose minds have been prepared to receive modernism through the medium of present day publications, a definite abandonment may be the signal for the emergence of an inspirational type of design or it may be a lapse into complete inanity. Which it will be depends on whether the things which are being taught are fundamental or simply novel.

Many of my fellow architects feel it is high time we stopped our subservient acceptance of foreign ideas and stopped singing the praises of bizarre foreign designs without subjecting them to the same critical analysis they would receive if they were put forward by a member of our own profession in this country.

There is a very definite feeling that it is time we concentrated on the development of a type of modern architectural design which is basically American. One of my friends very aptly phrased it this way; "Fifteen years ago we were kneeling at the feet of Frenchmen. Today we are bowing low before the Germans and Dutch. Who will we worship next? The Chinese?"

We can all remember how impossible it was a few years ago for a musician to attain any standing in this country unless he first made a concert tour of Europe and returned with the cheers of the European concert halls preceeding him through the medium of his press agent. Many musicians even went so far as to change their names to something which sounded Italian or German. Today American musicians no longer need to do that. Musical appreciation has reached a point where most people can recognize good music without first having to know the name of the composer or of the artist who is playing or singing. We have become rather proud of American music, and of American musicians.

Is it too much to hope that a similar situation will soon develop with relation to American architecture? Is it too much to ask that when the present educational cycle has run its course the next generation of American students of design will be trained in Modern American design by American teachers of design? Or should we let the Chinese have their innings first?

Now in making these remarks I do not intend to be disrespectful to such men as Paul Cret, Professor Hebrard, Professor Saarinen, or the late Professor Rousseau under whom so many of the men of my generation received their training in design. On the contrary it is precisely because these gentlemen have done such a good job of raising the standards of architectural design in this country that we can now begin to feel less and less dependent upon the theories of the gentlemen from abroad who are following in their footsteps. Modern American architecture is coming of age and we should soon be able to travel our own road in our own way.

I presume that in making such statements I will be accused of indulging in very shallow thinking indeed. You will remind me that in the realm of ideas there is no such thing as an international boundary line. You will repeat that old bromide to the effect that if the Greeks had spent their time copying the Egyptians there would have been no Parthenon, and if the French had copied the Greeks there would never have been a Gothic cathedral. And so, you will say, why should we go on copying Colonial and Georgian houses?

To all of this I agree, but let me ask you this. Do you honestly believe there is any basic difference between a designer who copies a New England Colonial doorway and a designer who copies the entrance of a modern Dutch apartment house? Do you honestly think there is any difference between the designer who starts to design a building with a preconceived idea of making it Georgian and the designer who begins with a preconceived idea of making it resemble the latest published work of the Bauhaus?

To me there is no basic difference. As a matter of fact it is entirely conceivable that a designer who creates a building in which he makes a very free use of Colonial or Georgian tradition may contribute more to the development of true American architecture than a designer who slavishly copies the work of some European modernist.

If the Greeks developed the Parthenon as a result of *not* copying the Egyptians; and the French developed Gothic as a result of *not* copying the Greeks; then how do we ever expect to develop a truly distinctive American architecture unless we in our turn stop copying the architecture of present-day Europe?

We don't live like Europeans. We don't work like Europeans. We don't play like Europeans. We have a country which is unique and it should find expression in a type of modern architecture which is equally unique. An architecture which will combine the heritage of our ancestry, the intellectual freedom of our democracy, the inventive genius of our people, and a fundamental understanding of beauty in all things—without which no great architecture can be possible.

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CODES—Continued from Page 1

are often hampered by lack of proper personnel, research and testing facilities, and the means of keeping abreast of rapidly changing conditions and scientific developments. As a result, it is not surprising that many of these codes contain provisions and unnecessarily severe restrictions which tend to increase the cost of construction and to retard building activity.

Among other deficiencies of building codes is their frequent lack of uniformity in fundamental matters of fact. These individual peculiarities may have the effect of requiring changes in manufacturing processes which destroy the possible benefit of lowered cost through mass production economies. Higher standards than are necessary to public health and safety result in waste and increased costs without proportional increase in value. Failure to distinguish between essential requirements of large and small structures often imposes a cost penalty on small buildings.

Use of new methods restricted

Many codes fail to make flexible provision for ready acceptance of new materials and methods. When this occurs, the public is denied the benefits of possible cost savings or improved construction, the science of building is retarded, invention is discouraged, and intelligent solution of a problem may be prevented. In some instances, requirements based upon emotion rather than sound engineering add a cost burden out of all proportion to any probable loss that might result from their lack.

Some 20 percent of the building codes in existence are from 15 to 20 years old. Many of these contain obsolete standards and mandatory features that today should be optional rather than required. Factors of safety have not been adjusted to improved manufacturing processes which now produce materials of more uniform quality and dependability.

A typically glaring inconsistency in building codes is seen in the variation of required working stress of structural steel. Under the various codes, this stress ranges from 16,000 pounds per square inch to a recommended value of 20,000 pounds. The manufacture of structural steel has been developed to produce a generally uniform product, however; hence, if a working stress of 18,000 pounds per square inch is safe in Richmond, Va., it is logical to believe that it would be equally safe in Oakland, Calif. Or if 18,000 pounds is adequate in Los Angeles County, why should the city of Los Angeles require a working stress of 16,000 pounds per square inch for the same product?

Another inconsistency is found in fire-protection requirements. In many codes these are based upon the thickness of materials rather than the length of time fire must be resisted. In the code of at least one city there is an arbitrary requirement of 8 inches of masonry around steel columns. Out of a number of codes examined, one requires 5 inches of concrete as fireproofing for a 4-hour rating; seven require 3 inches; five, 2 inches; and 4 require a thickness of only 1½ inches. At least some of these requirements rest on no factual basis, since there cannot be a difference of 3½ inches in the thickness of concrete actually required to resist a 4-hour fire.

While the working stress of structural steel and fireproofing requirements are not important factors in th cost of small houses, they may be direct factors in the cost of multifamily houses. They also are indirectly reflected in higher property taxes brought about by the increased cost of public buildings.

Live-load requirements differ

To cite still another point of variation, the codes of 80 representative cities show a marked discrepancy in live-load requirements for dwellings. Sixty codes require structural floor members to be designed on a basis of 40 pounds per square foot; 11 require 50 pounds. Nine codes have a variation from 60 to 100 pounds per square foot. It seems highly improbable that people and household furniture in Greenville, S. C., weigh 60 pounds per square foot of floor area more than in Buffalo, N. Y., or Seattle, Wash. Variation in these code requirements indicates a lack of fundamental knowledge of actual floor loads likely to occur in houses. If 40 pounds is an adequate live load in 60 cities, then the citizens of the other 20 cities are paying an unnecessary penalty in the cost of floor and foundation construction beyond that safely required.

Again, out of a total of 74 codes, 52 require basement walls of two-story masonry buildings to be 12 inches thick and the upper stories 8 inches; four require 16-inch basement walls and 8-inch upper walls; one requires 16 inches for the basement and 12 inches above; and 17 permit 8-inch masonry walls for basement and first and second stories. In those cities where the wall thicknesses exceed those demanded by safety, the public is paying more than it should for its houses.

At last four cities in the East prohibit balloon-frame construction. This restriction is difficult to understand, since this system of erecting wood-framed structures has been successfully used for many years in other parts of the country.

Ceiling minimums also vary

Where building codes stipulate minimum room sizes, requirements are known to vary from 60 to 120 square feet. Ceiling-height minimums range from 7 to 9 feet. Twenty-four out of eighty-eight codes examined place the minimum at 8 feet. Eight feet would appear to be a reasonable requirement and it is questionable whether a valid reason exists for increasing the cost of dwellings by making a greater ceiling height mandatory.

Plumbing and other special codes reflect variations and discrepancies which could be reconciled for public benefit. House traps, for instance, are required by the widely used plumbing code of the National Association of Master Plumbers. They are not included in the recommended minimum requirements for plumbing of the Department of Commerce Building Code Committee nor in the standard plumbing code of the Pacific Coast Plumbing Inspectors Association, however. While house traps are minor items in point of cost, the varying provisions concerning them are indicative of the marked lack of agreement among building codes throughout the country, particularly on matters of fact upon which agreement should be possible.

The need for some variations in codes to meet local conditions is, of course, recognized. Sections of the country which experience high winds or heavy snowfalls, or which are subject to earthquakes or other peculiar physical and climatic phenamena, obviously must impose special structural requirements. Variations in such requirements result from variations in physical conditions, rather than from lack of agreement concerning construction practice or from ignorance of fact.

See CODES—Page 10

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CODES—Continued from Page 9

It is apparent from the lack of uniformity of building codes that there is urgent need for subjecting their provisions to critical analysis and revision. Codes could and should show fewer divergencies in their requirements. Greater economy in construction costs could be effected through a complete correlation of codes, without impairing their primary purposes of protecting public safety and health.

Unless decisive effort is made in this direction, it is reasonable to suppose that the present lack of uniformity will continue indefinitely. The confusion will be increased as new codes are added to the 1,500 now in force by many of the communities of more than 2,500 population which at present have none.

Active interest justified

It is hardly necessary to point out that lending institutions might well take an active local and national interest in the solution of this problem. A keener realization by mortgage lenders of the relationship between building codes and lending activities is important. State and municipal building code authorities could be influenced to review their existing codes and revise them in accordance with model building codes and modern construction practices.

Active participation in a program of this nature by national organizations of lending institutions would be a powerful influence toward obtaining greater uniformity in building codes and eliminating excessive requirements having a tendency to raise building costs. An increase in construction volume and greater opportunities for investment of private funds are among the benefits which should result from such action.

ARCHITECTURE AND HOUSING

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At this Conference two resolutions were adopted directly touching housing. The text of the resolutions is printed in the Octagon, August 1939, p. 24. One concerns the adoption of a remedy to combat the allegedly harmful practices in the building industry causing unjustifiable construction cost, and the other proposes that architects concentrate on an effort to obtain a comprehensive study of housing by an architectural commission qualified to consider all conditions affecting housing.—Housing Index Digest.

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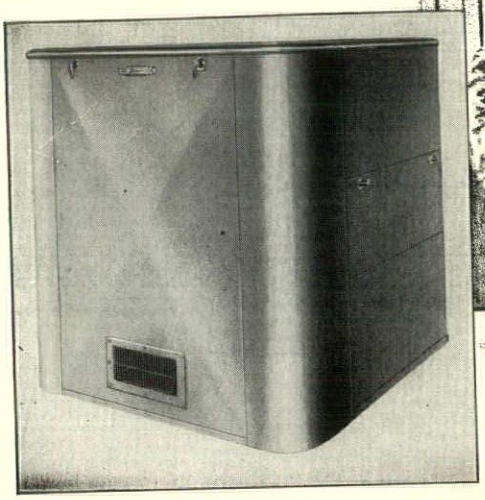

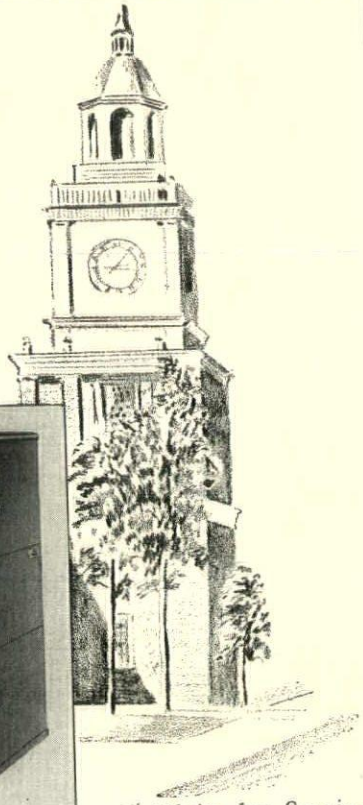

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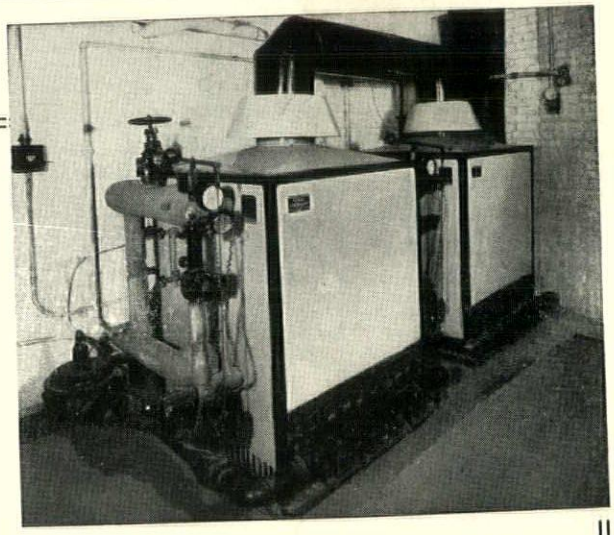

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